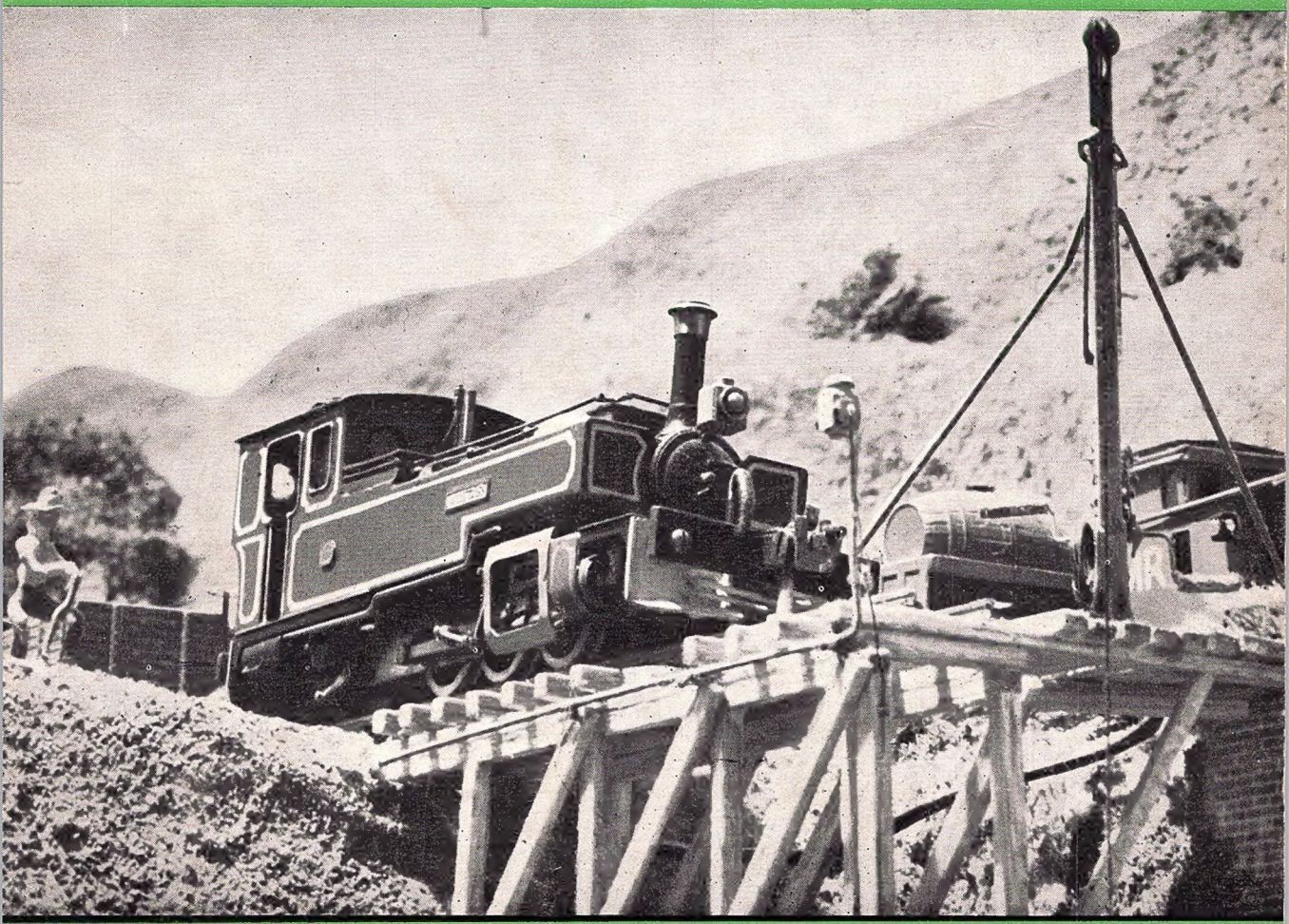
RAILWAY MODELLER

FEBRUARY 1956



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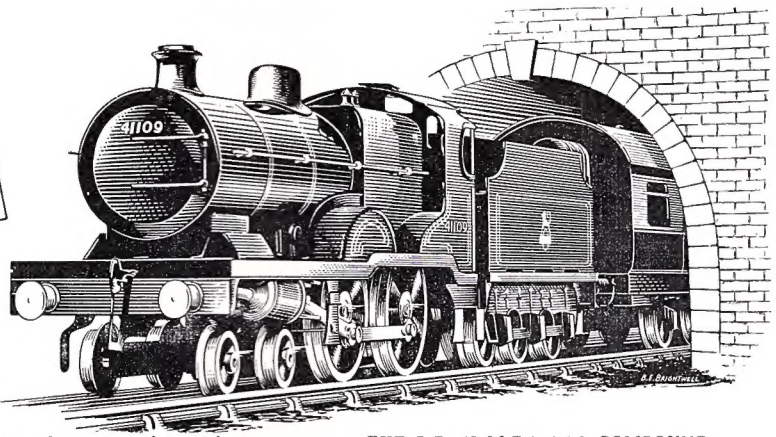

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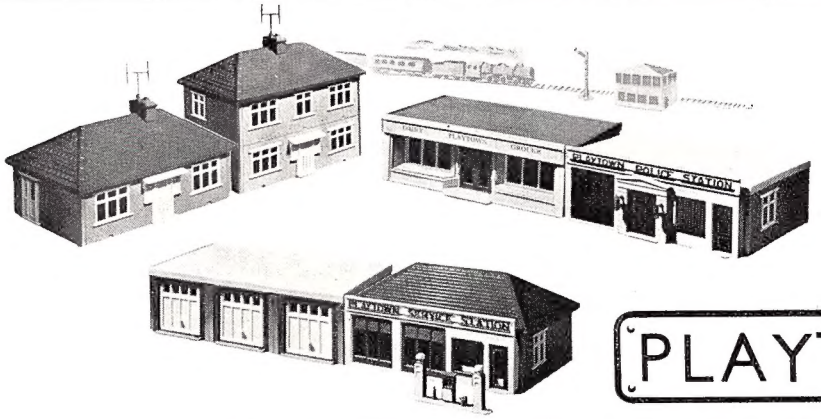

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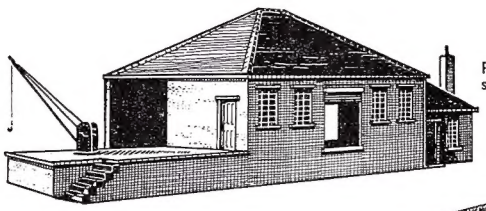

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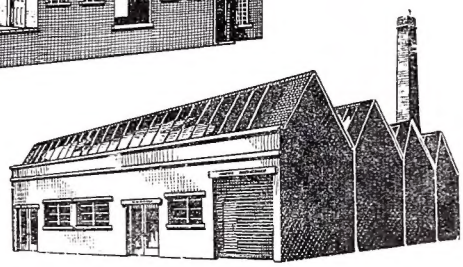

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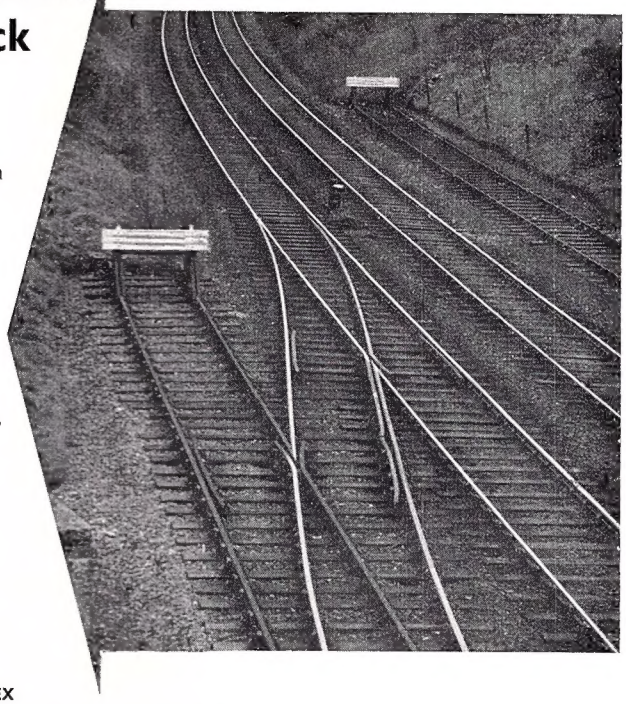

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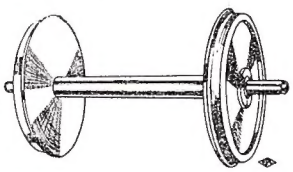

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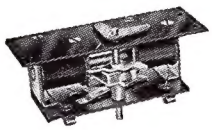

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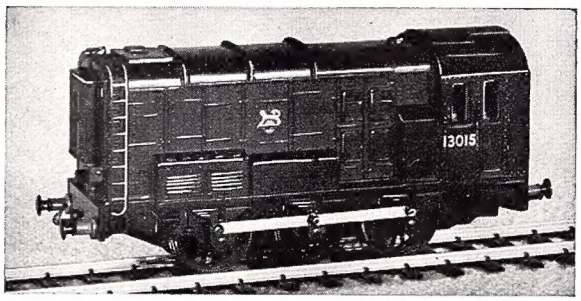

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For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 64. FEBRUARY 1956

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BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

CONTENTS

Ormistone Station 26
Midland Miscellany No. 1 29
King Farish 30
Timetable Working on the Charford Branch 32
Torpoint's Buildings 36
Epping—Ongar 38
Running to Time 40
Peco Topics 41
A Model Display 42
Club Notice Board 43
Trade Window 44
Readers' Letters 46
Book Review 47
G.E.R. Six-wheeled Coaches 48

NEXT MONTH

Small-space systems are specially featured, with Alan Wright's Wright Lines, and Tregunna, the railway in a cupboard, to the fore.

THE LOBBY

IT is almost axiomatic that the British cannot be aroused to general enthusiasm about any institution until it is threatened with extinction and usually far too late to do anything about it. Then when it has finally departed they canonize it, while a minority attribute to it so many virtues that an unbiased observer might well wonder why such a paragon ever ceased to exist!

In our hobby this national bent, coupled with our love of old machinery, leads naturally to historical modelling. This, however, is not evidence of eccentricity on the modeller's part, for the old railways undoubtedly lend themselves to modelling. They had character and individuality; their locomotives were attractive and, in the great majority of cases, devoid of that headache for modellers, outside valve gear; trains were, on the whole, shorter in length, and thus more suited to the restrictions of a model layout; and above all each company had a distinctive livery.

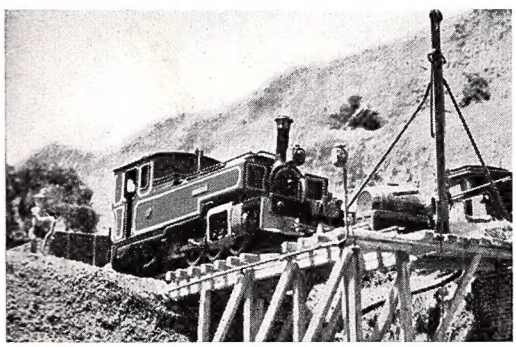
The Historical Model Railway Society, a body devoted to the study and preservation of relics with a view to modelling, is currently engaged in the preparation of a livery register. This is a truly monumental task, for despite the wholehearted co-operation of British Railways and several private firms there remain all too many blanks in the records so far collected. We therefore appeal to all readers who have any information, no matter how scanty, to submit it to the society, either through ourselves or direct to the chairman, Mr. A. P. Hancox, 30 Gillian Park Road, Sutton, Surrey. We would stress that *any* information, no matter how fragmentary, will be welcome, particularly references to lining and lettering, for these tiny snippets, when fitted into a general framework, will help complete the overall picture.

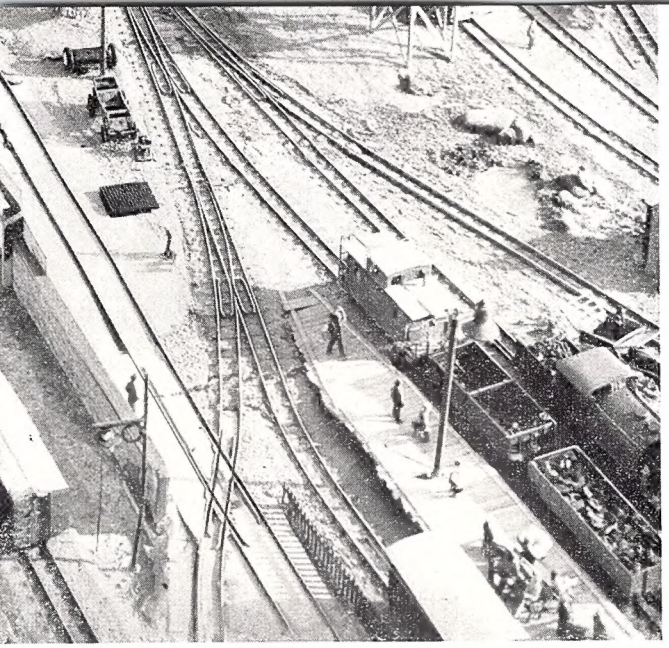
We feel sure that our readers will derive much pleasure from being instrumental in assisting the future publication of this invaluable information.

COVER PICTURE

Excess load! "Alistair" creeps gingerly on to the trestle loading stage during a complicated shunt at Glenmuir.

Photo : P. D. Hancock





Railway of the Month

ORMISTONE STATION

by P. D. Hancock

Nothing to do with Ormistone, but illustrative of recent work on the C.M.R. trackwork at the entrance to Craig station, showing the narrow-gauge line passing over the tramway track towards the quayside.

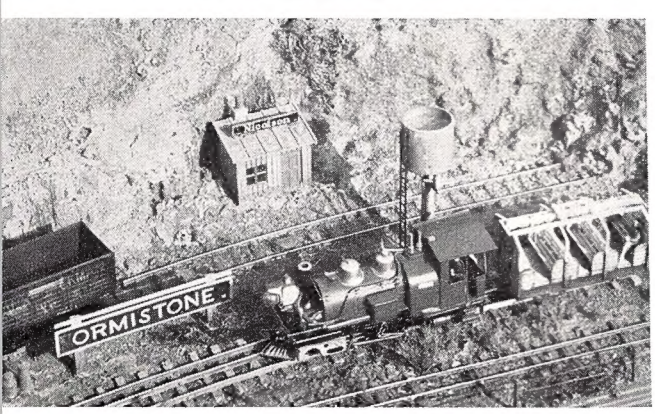
THERE comes a time in the construction of most model railway layouts when certain buildings or other features cease to please. They may, perhaps, show traces of too-hurried workmanship, or they may simply have grown "out of tune" with the rest of the layout. Whatever the reason, they begin to cry out for attention, and when this happens the modeller feels himself forced to drop everything else and deal straight away with the offending items.

This sort of thing tends to happen with increasing frequency as a layout nears completion, because the modeller is now prepared to devote more time to the finish and general appearance of individual items of equipment, and the things which he built in his early days (when he was in a hurry !) now begin to contrast somewhat unfavourably with his more recent efforts. So out they have to come—and when they have been replaced something else begins to look shoddy or out of character, and it in its turn has to be dealt with. And so it goes on, so that, in all probability, the layout never is completed, but remains instead in a state of flux and change.

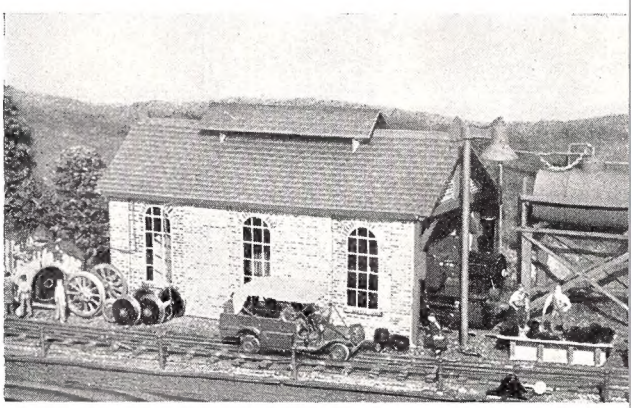
Such, at any rate, is my own experience with the Craig and Mertonford Light Railway, which is now entering upon its sixth year of existence, but which in many respects still seems as far from "completion" as ever! Ormistone in particular has been a very difficult spot to model satisfactorily, and it has just emerged from its third "face-lift." Part of the difficulty has lain in the extreme narrowness of the baseboard at this point, but the main trouble has always been the need to provide access to the standard gauge line which used to disappear into a tunnel at Ormistone—ostensibly on its way to Dunbar. However, the line also boasts a tunnel at its farther end, and, by a little juggling about with the imaginary location of Craigshire, we have now decided that *this* is the tunnel which leads to Dunbar! So the tunnel at Ormistone has vanished, and the track which originally went into it now forms a shunting spur leading to a small single-stall engine shed.

Not so long ago there was also a dual-gauge run-round at Ormistone, but this vanished at the time of

"Agnes" and open "toast-rack" car passing the standard-gauge engine spur and water tank.



The new standard-gauge engine shed at Ormistone, built from Bilteezi cards. The railcar is a Kemtron Products Co. (U.S.A.) "Thomas Flyer." It works.



General view of the hills of Ormistone. A "back-drop" of distant mountains and clouds is due to be added just as soon as the opportunity presents itself.

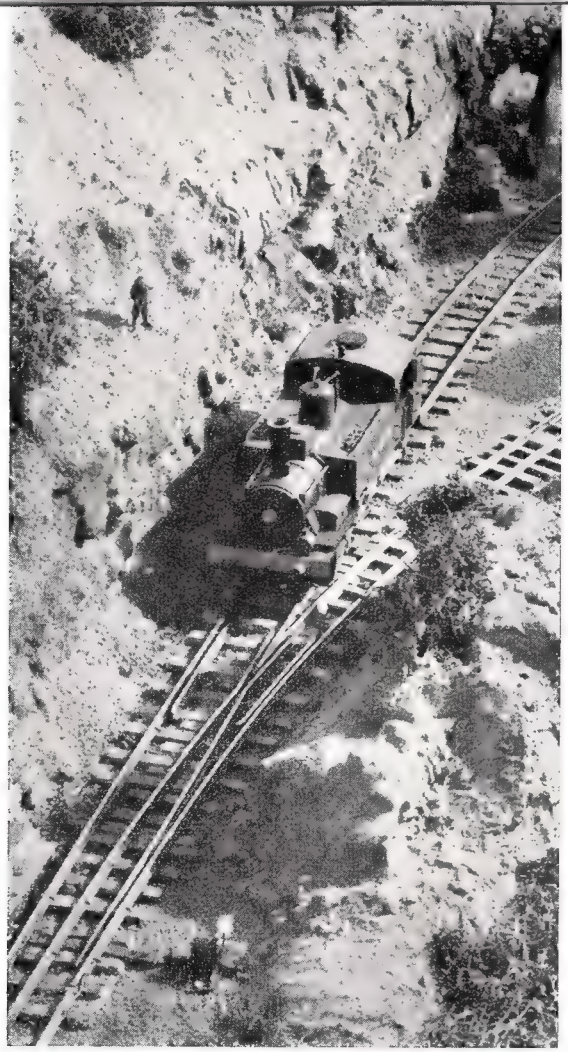
the extensions described in the November 1955 RAILWAY MODELLER, and its place has now been taken by a couple of sidings, one for standard gauge and the other for narrow gauge vehicles. However, the eventual aim is to convert the narrow gauge siding into a run-round, and when this happens it may be that another project will materialize—in short, the electrification of the C.M.R. from Craig as far as Ormistone! After all, if British Railways are going to electrify, why shouldn't we? Not, mind you, that our electrification would be anything like as impressive as that of British Railways. It would, indeed, be decidedly tramway-like and most antiquated in appearance, and it would operate as a sort of shuttle service in between the main steam-operated trains. As a matter of fact, some of the latest passenger coaches on the C.M.R. have been designed with the idea in mind that they might one day serve as trailers on this "tramway" route, but they can also be coupled up quite easily into an ordinary train. One of them—an open "toast-rack" car—appears behind "Agnes" in one of the accompanying illustrations.

The other illustrations give a general idea of the new work which has been carried out at Ormistone, and it will be seen that the surrounding landscape has, if anything, become more bleak and forbidding than ever. There is no longer even a platform for passengers to alight at! Other views show two of the layout's standard gauge locomotives, both of which are commercial models and both of which are, admittedly, somewhat out of place in what is supposed to be a Scottish setting. But then, as readers will no doubt have discovered by now, Craigshire tends to be something of a law unto itself, and it is not at all surprising to find a Rivarossi 0-6-0 tank which looks remarkably like an Italian State Railways shunting locomotive, and a Varney 4-6-0 "Casey Jones" which bears unmistakable signs of its transatlantic origin.

However, the arrival of these two locomotives on the layout has made it rather difficult to keep up the pretence that our standard gauge section is part of British Railways, and readers will be pleased to learn that the B.R. insignia on the side of the "Casey Jones" tender has now been removed, and a new

The Varney "Casey Jones" at Ormistone.

"Alistair" drawing into Ormistone. The vegetation on the hills here is rubberized horsch ir.



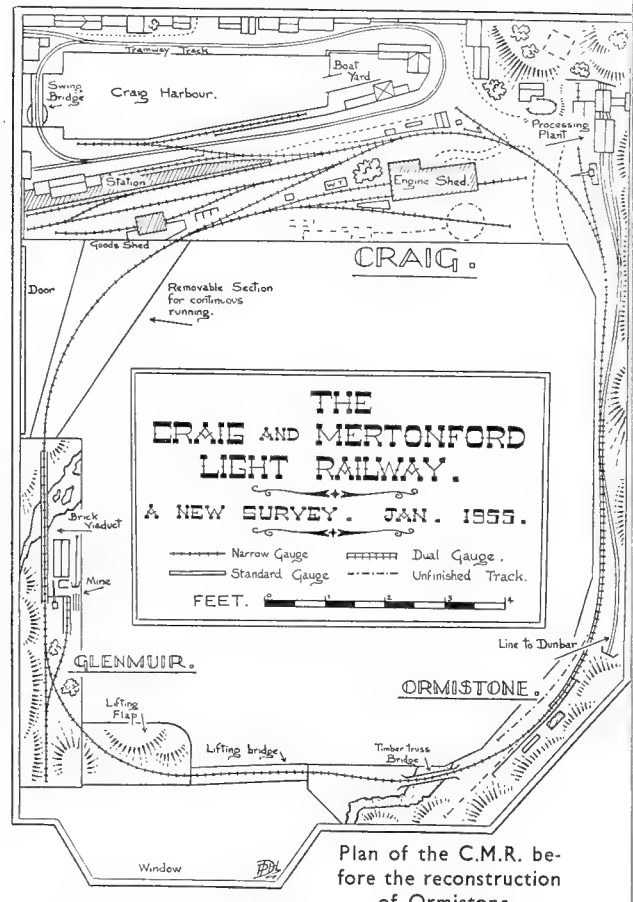
The Rivarossi 0-6-0 tank locomotive. Note the narrow-gauge line leading out of the dual-gauge via a single-bladed point.

company—The Northern Light Railways—has come into existence. The necessary initials, you note, are quite easily obtained from any L.N.E.R. transfer!

Both the locos, incidentally, are remarkably sweet performers—although the Rivarossi could do with a much lower gear ratio than that provided by the manufacturers. The "Casey Jones" is fitted with a Pitman DC60 motor, and all I can say about this motor is that it fully lives up to the reputation which Mr. Fleetwood Shawe and other people have given it in recent years.

The hills at Ormistone have by now been so worked over that they must, I think, incorporate practically every form of landscape modelling possible. There is a framework composed of wood, card and wire mesh; this is covered with dyed medical lint, cork bark and "Alabastine" filler, while finishing touches have been provided by the use of paints, gravel, cork ballast, sand, sea moss, Welsh moss, rubberized horsehair and loofah—truly a remarkable collection of ingredients, but the result is most satisfying, and it rather tends to put the hills at Craig to shame. So it looks as though they will be next on the list for attention. As I said at the beginning of this article, you no sooner improve one thing than you find something else crying out for attention. But then, all this is part of the fun of the hobby, isn't it? Or is it?

THE NEW TRACK-LAYOUT AT ORMISTONE (C.M.R.)

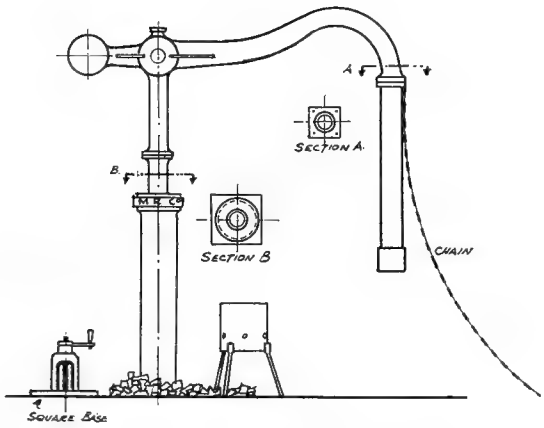


Plan of the C.M.R. before the reconstruction of Ormistone.

Midland Miscellany No. 1

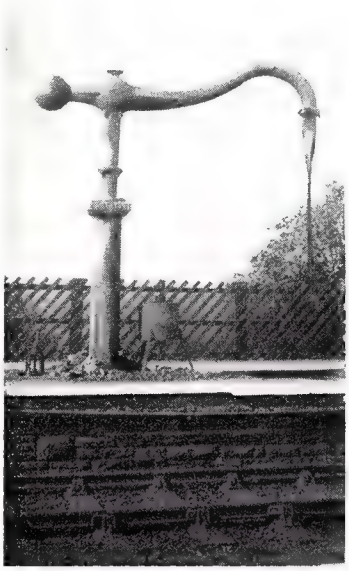
WATER CRANES

Photographs and notes by N. S. Eagles
Drawings by Leslie Forrest

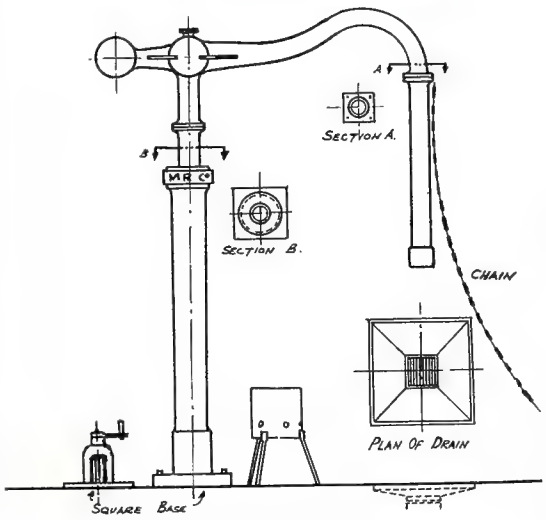


Platform type—Appleby (down platform).

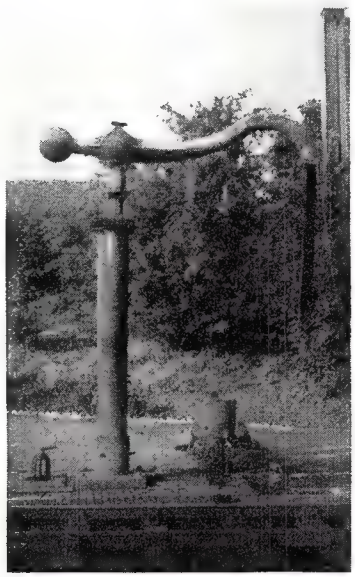
Drawings 4mm. = 1ft. All sections circular unless otherwise indicated.



The photographs and drawings show the two water columns at Appleby West (London Midland Region). They are of Midland Railway origin, each having M.R.Co. cast in the square halfway up the column, and in each case the letters face the track. The water column on the up line is sited at track level, while that on the down line is located on the platform. Both columns are still in regular use, as the majority of trains in both directions take in water at this point.



Rail-level type—Appleby (up platform).



KING FARISH

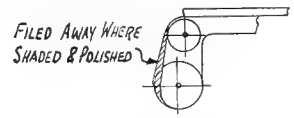
OR ADDING DETAIL TO A GRAHAM FARISH KING

by Ken Northwood

Part 2. The Chassis and Painting

LAST month we dealt with adding detail to the body of a Graham Farish "King" class locomotive, and correcting several slight inaccuracies of outline.

With the body completed, attention was now given to the chassis portion. After taking off the bogie, the conecting rods were removed and the piston rods shortened so that they did not project through the front of the cylinders at the extreme front of the stroke but remained inside about $\frac{3}{32}$in. The front holes in the cylinders were tapped just two turns distance and bolts screwed in and filed to appear as covers. The cast cylinders were found to have a wrong front elevation, as the outside cylinders of all G.W. four-cylinder locos have vertical sides, not sloping ones. The outline was therefore corrected by filing and polishing with emery cloth (sketch 12). This made the piston rod appear out of centre, but this is less noticeable than the previous wrong cylinder shape. It also gives the loco nearer scale platform clearance.



Sketch 12. Front view of cylinder casting.

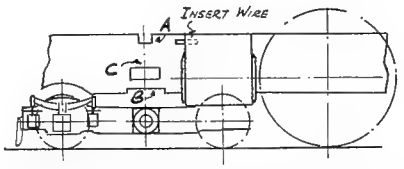
Before replacing the pistons and connecting rods the latter were straightened, as it was found that there was sufficient clearance without the "set" in them. Afterwards a piece of thin nickel-silver sheet, shaped to the outline of the crosshead on the Roche drawing, was soldered to the outside of each piston rod, so that they could move to and fro in front of the slide bars without causing friction. Care had to be taken during soldering that no interruption of the freedom of swivelling of the connecting rod took place.

The two vertical ties were soldered on the slide bars. These were short lengths of $\frac{1}{16}$in. nickel silver filed a little thinner and bent outwards at each end to give clearance to the crosshead. This can be seen in the three-quarter front view of the model in one of the photographs.

The projection in the centre of the front of each valve was filed away and a hole drilled in its stead. A piece of wire from a paper clip was inserted in each and cut off about $\frac{3}{16}$in. in front of the valve cover (sketch 13).

A piece of $\frac{1}{16}$in. nickel-silver flat was placed across slot "A," which was made as shown in sketch 13 and generously soldered to the two wire valve spindles. The solder was then trimmed roughly to the shape of the linkage and the strip represented the rocker arms.

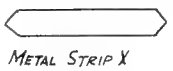
Sketch 13.



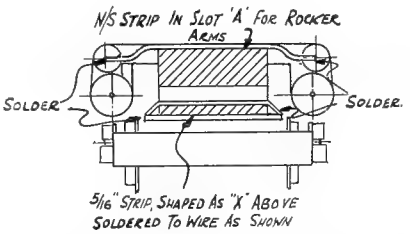
A is slot filed right across to take $\frac{1}{16}$in. strip N/S.
B is slot filed right across to take $\frac{5}{16}$in. strip N/S.
C is hole right through chassis.

The hole which is a conspicuous part of the front framing of a "King" was next drilled through the chassis (sketch 13 "C") and filed oblong in shape. The slot "B" was also filed about $\frac{1}{32}$in. deep. This slot was to take a strip of $\frac{5}{16}$in. wide 20 gauge nickel silver shaped at ends as sketch 14 and long enough to project $\frac{1}{4}$in. on each side of the frame. This was held in position by a piece of nickel silver wire passed through the newly made square hole in the chassis and soldered to the strip at each end. This solder when trimmed at the end of the strip made a fair representation of the bogie bearer brackets of the "Kings."

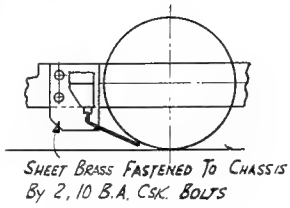
Sketch 14.



Sectional view of chassis.

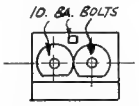


The bogie itself was rewheeled with Romford bogie wheels, much to the advantage of the appearance of the rear pair, but as the front ones are almost entirely hidden these may have been unnecessarily altered. The front of the bogie was drilled and tapped 10 B.A. in two places (for about a couple of turns of the tap) where the guards are shown on the drawing to be fastened to the bogie. The guards were cut from thin sheet brass (or nickel silver) with the aid of tin snips, files and pliers and then soldered to brass bolts which had been tightly inserted in the holes and cut off close.



Sketch 15.
Attachment of sand-boxes.

The rear of the Graham Farish loco beneath the cab always looked very empty, so it was decided to cover the opening a little and add sand-boxes and sand-pipes. The frames were drilled and tapped on each side at roughly positions "A" in sketch 15 and a piece of 22 gauge brass was bolted on each side with countersunk-head bolts. The sand-pipe was represented by some 24 s.w.g. nickel-silver wire soldered at "X" in sketch 15 and bent to the correct shape. The sand-boxes in my own case are pieces of balsa wood shaped and stuck on with Durofix.



Sketch 16.
Valve covers.

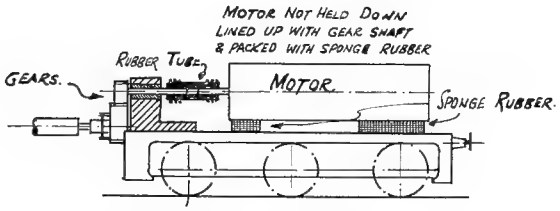
The last job on the chassis was the making and fixing of the inside valve covers, which were mounted on the front end. Three 10 B.A. holes were made in the front end as per sketch 16 and three bolts put in. The top one was put in to represent the lubricator cup and was therefore screwed in till its head was against the chassis. It was then filed to a square shape. The two lower bolts were left projecting the correct distances for the ends of the valve spindle covers. Two discs of brass were then screwed on these, but I think two pieces of card of the correct size would be quite good enough. The visible threads of the bolts were partly removed with needle files. The bottom edges of the discs were filed flat in order to let them pass over the platform on the body casting when assembling. These act as retainers to the chassis and there was no need to reuse the front holding screw.

After being painted black the chassis was put in front end first, and then the rear end was brought up to position and the back nut and bolt were fastened through the cab footplate.

The plastic tender body was provided with handrails in the same way as the loco and then lining was added. In my own case I removed the old paint first, repainted it and then lined and put on new transfers.

The loco is so pleasing now that when time permits I intend to make new connecting rods of the correct length (the existing ones are about 3mm. short). The defects which I did not alter are not glaringly obvious. One of these is the length of the tender, which is a little short to be correct scale length and the front steps are too narrow. I fail to see how these lengths can be altered without making an entirely new tender, so I am afraid it will have to stay as it is.

The Pitman DC71 motor was put in the tender very simply. The Graham Farish commutator and its support were entirely removed, the two-pole motor was taken out and the flexible wire shaft was unsoldered from the gear axle. I replaced the first train of gears by more accurate ones (from an old electric



Sketch 17. Fitting new motor.

meter), which gave a greater reduction ratio than the originals, together with less noise.

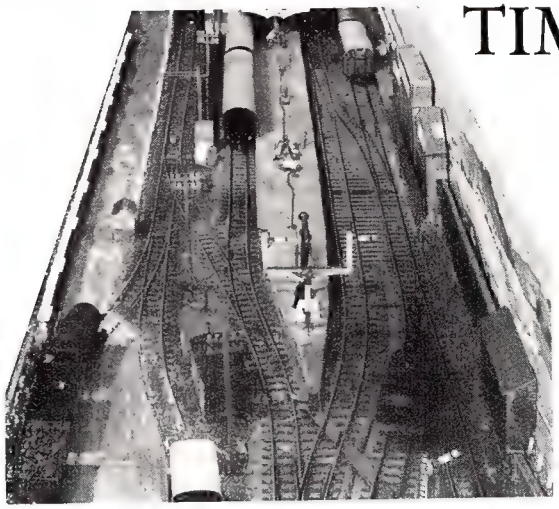
This is not really necessary, but has been worth doing to give more realistic speeds, as the G.F. gearing is only about 26:1 reduction. The Pitman DC71 is a big motor and can only go into this tender on its side, and even then some of the base of the G.F. gear bracket and the inside top of the tender had to be filed away. Any smaller D.C. permanent-magnet motor with a projecting shaft will do, however: I have seen the Tri-ang one used with success for this purpose in a G.F. "Merchant Navy" loco.

It was found that a rubber tube made a good flexible joint between the motor shaft and the gear axle. The motor was laid on a bit of sponge rubber to maintain it reasonably level and was not held down rigidly in any way (sketch 17). It was found to work quieter and more powerfully like this. The original "pick-up" shoes were retained and a wire lead was taken from each of the phosphor-bronze springs above these direct to the brushes of the motor.

The loco body was next cleaned up. All soldered joints were checked over and where necessary trimmed with the scraper, files and emery cloth. It was then given a coat of paint remover to take away all traces of the original colour. The casting itself was polished in rough places and then cleaned with the aid of a detergent and an old tooth-brush. Some thinner was added to Messrs. K's G.W. green paint and it was brushed on to the boiler, firebox, cab front and sides with quick, light strokes of a small camel-hair brush. The cab roof, smokebox, platform, steam pipes and steps were painted matt black, as were the name and number plates. When dry the last two items were rubbed with fine emery cloth, which removed the paint from the raised letters and surrounds. Any paint which had got on to the bright parts (such as hand-rails, copper band of chimney, brass safety valve casing, etc.) was scraped clean and polished. The rims of the splashers were picked out with a lining brush and gold paint to represent brass beading, as was also the leading vertical edge of the cab. The smoke-box hinges and locking handles on the casting were picked out with silver paint. The boiler bands and the cab sides were lined with a lining brush with black paint, but the orange lines were put on with the aid of a mapping pen—not very well I am afraid, but the effect was not too bad. I found the lining by far the most difficult job of all to do.

That completed the rebuilding of the model except for packing the loco body with lead weights for adhesion of driving wheels and quietness of running. Great satisfaction resulted from carrying out the modifications and from the appearance afterwards. The G.F. casting is not as inaccurate as it at first appears, so I hope other people will be encouraged by the above to make similar efforts.

TIMETABLE WORKING BRANCH



Early morning on the Charford Branch. Loco No. 152 leaving shed to pick up its coaches in platform 2 for the 7.03 a.m. to Chard Junction.

IN the article in the April 1955 issue of the RAILWAY MODELLER a general outline was given of the Charford Branch, together with a few constructional details. This time it is the aim to show how the layout is worked and to prove that a 12ft. x 1ft. 2in. baseboard can provide enough model railway to keep almost any enthusiast happy.

From the writer's own point of view, as well as providing something accurate and good to look at, a model railway must work, and work in as realistic a manner as possible. Obviously there is only one satisfactory way of achieving this aim, and that is by operating one's layout to a definite timetable.

It is not intended to be dogmatic in this article, nor to try to simulate the excellent work of Mr. N. S. Eagles (whose timetable is devised for a different type of layout altogether). Rather, the following paragraphs set out the methods by which the Charford Branch timetable was worked out, and how it is operated. Incidentally, these methods are the ones which the writer imagines are used by British Railways when compiling their full-size timetables, but no responsibility is accepted for errors and omissions! (Southern Region experts please note!)

When the Charford Branch first reached the operating stage, the usual haphazard guesswork timetable was drawn up, but this produced such severe headaches and frustrations, not to mention impossible stock and loco workings, that it was decided to start from scratch.

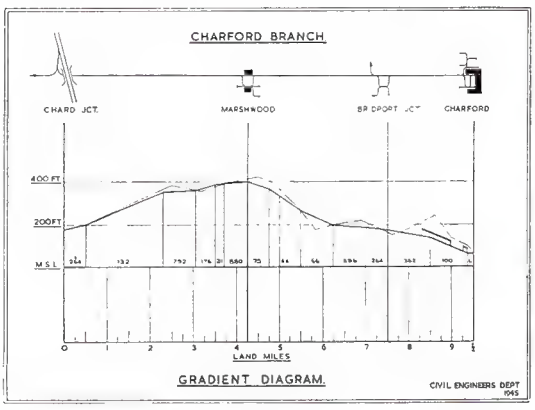
The sequence worked out like this:

Plot track on map to get gradient profile and work-out timings for up and down trains.
Plot whole branch to scale, showing all roads.
Plot main line passenger services on train diagram graph.
Plot branch passenger services to connect.
Plot goods and miscellaneous services.
Compile working timetables.
Compile layout movement sheet.

It must be mentioned here that the basic winter timetable was worked out first, then the extra summer and summer Saturday trains were plotted on the train diagram graph afterwards. Throughout the remaining paragraphs it is the basic winter timetable that is referred to, for once this is understood it is easy to add extra trains as required for summer workings.

Starting from Scratch

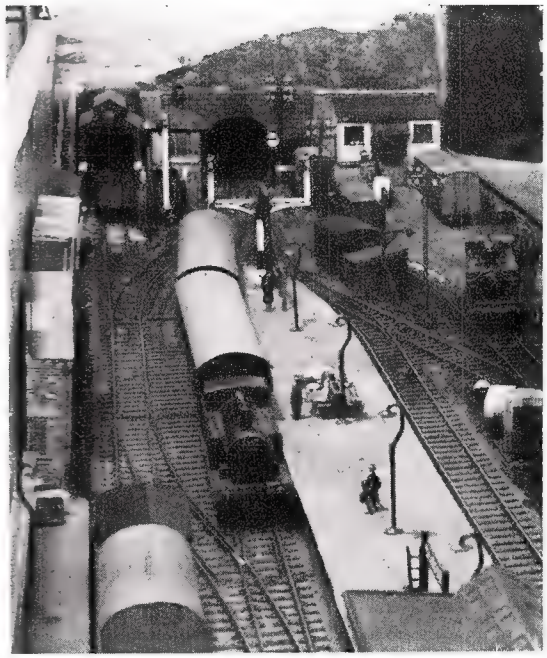
So that the speeds of trains and associated timings could be assessed, it was first necessary to plot the Charford branch line on an Ordnance Survey map, paying particular attention to grading and villages,



Merchant Navy "Brocklebank Line" gets the right of way on the 2.30 p.m. (summer Saturdays only) to Templecombe: 0-6-0T. No. 152 pauses in the bay before continuing shunting operations.

ON THE CHARFORD

by John Charman



10.17 a.m. ex Chard Junction arriving at platform 2, while G.W. pannier shunts in the yard. ➤

etc. The resultant gradient diagram shown in Fig. 1 enabled the average timings of up and down trains of various classes to be worked out, so preventing unrealistic operating speeds.

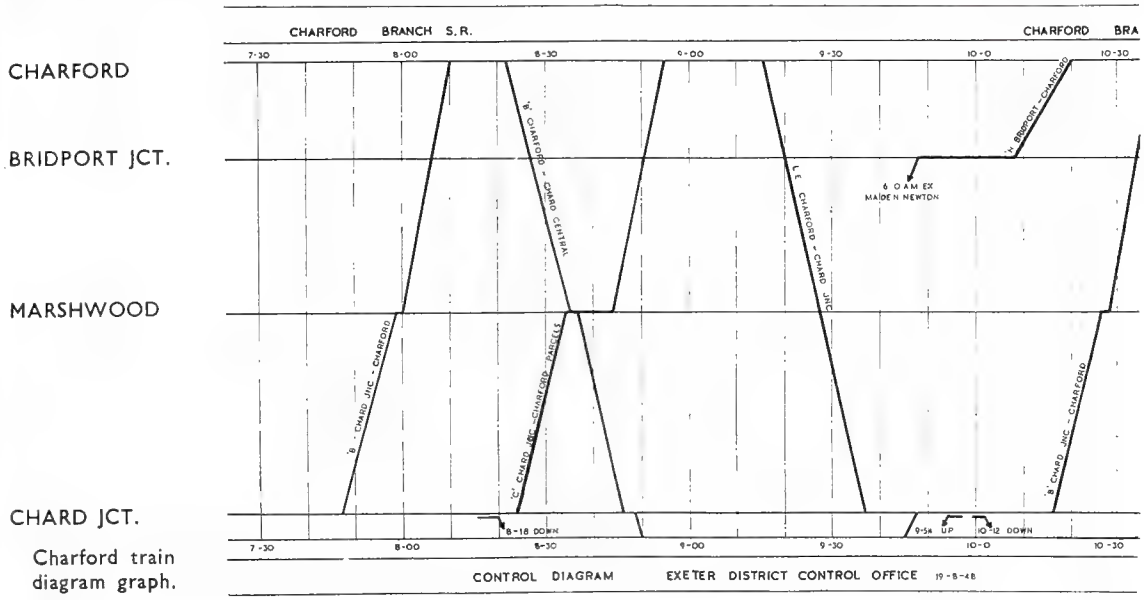
Alongside the gradient profile there is a track diagram showing the whole of the Charford Branch more or less to scale. It has been assumed that passing loops exist at both Marshwood (the only intermediate station) and Bridport branch junction, and at Bridport branch junction it was originally intended to assume it had a "Y" junction, for the purpose of turning any tender engines which found their way into Charford.

However, it has now been decided to add to the variety of working by introducing a number of light engine and tender-first movements, thus saving in practice the tedious business of lifting and turning locos by hand during operating sessions.

Compiling the Train Diagram Graph

Having worked out the operating timings, a copy of the current (winter) Bradshaw was consulted, and the times of passenger trains serving Chard Junction were noted on a large sheet of graph paper. This sheet, or rather sheets, when finally completed measured no less than twelve feet long and covered twenty-four hours working. Each large square represents ten minutes of time horizontally and one mile vertically. When the main-line train service was plotted it was possible to plan the branch service to connect with these trains, with the added complication of odd through workings to Chard Central, parcels and goods trains.

From this point onwards it was a relatively simple matter to draw the paths of branch trains on the graphs and to get realistic timings at passing places, etc. Two things must, however, be borne in mind,



Charford train diagram graph.

MILES FROM CHARD JCT.	CLASS		B		C		H		B		B		H			B		B		LE			B	
	REPORTING No.		704		308		–		710		712		374#			720		728		386			732	
			a.m.		a.m.		a.m.		a.m.		p.m.		p.m.			p.m.		p.m.		p.m.	p.m.		p.m.	
—	CHARD (CEN)	dep.	"	"	"	"	"	"	9†42	"	"	"	"	"	"	"	"	6†19	"	"	"	"	"	"	"
—	CHARD JCN.	arr.	"	"	"	"	"	"	9.48	"	"	"	12.17	"	"	"	"	6.25	"	"	"	"	"	"	"
—	CHARD JCN.	dep.	7.47w	"	8.24	"	"	"	10.16	"	12.46	"	1.10	"	"	4.42	"	6.42	"	7.30	"	"	9.50	"
4¼	MARSHWOOD	arr.	7.58	"	8.34	"	"	"	10.26	"	12.56	"	1.30	"	"	4.52	"	6.52	"	"	"	"	10.00	"
—	MARSHWOOD	dep.	8.00	"	8.44	"	"	"	10.28	"	12.58	"	1.50	"	"	4.54	"	6.54	"	"	"	"	10.02	"
7½	BRIDPORT BRANCH JCT.	arr.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT	dep.	"	"	"	"	9.15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT BRANCH JCT.	arr.	"	"	"	"	9.48	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT BRANCH JCT.	dep.	"	"	"	"	10.08	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
9½	CHARFORD	arr.	8.10	"	8.54	"	10.20	"	10.38	"	1.08	"	2.04	"	"	5.04	"	7.04	"	7.50	"	"	10.12	"

† – THROUGH TRAIN CHARD (CEN) TO CHARFORD.
W – WORKMEN'S TRAIN
b – THROUGH TRAIN CHARFORD TO CHARD (CEN)
– 9.30 (a.m.) EX TEMPLECOMBE
p – (p.m.)
‡ – TO TEMPLECOMBE arr. 5.18 (p.m.)

MILES EX CHAR-FORD	CLASS			B		B		LE (Q)	C (Q)		B			H		H		B		B		B		C
	REPORTING No.			703		709		307	309		711			–		375		719		725		731		387
				a.m.		a.m.		a.m.	a.m.		a.m.			p.m.		p.m.		p.m.		p.m.		p.m.		p.m.
—	CHARFORD	dep.	"	7.03w	"	8‡22	"	9.16	9.16	"	11.53	"	"	12.37	"	3.33	"	4.07	"	5‡19	"	8.0	"	8.20
2	BRIDPORT BRANCH JCT.	arr.	"	"	"	"	"	"	"	"	"	"	"	12.51	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT BRANCH JCT.	dep.	"	"	"	"	"	"	"	"	"	"	"	1.15	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT	arr.	"	"	"	"	"	"	"	"	"	"	"	1.46	"	"	"	"	"	"	"	"	"	"
—	BRIDPORT BRANCH JCT.	dep.	"	"	"	"	"	DOES NOT RUN ON SATURDAYS	DOES NOT RUN ON SATURDAYS	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5¼	MARSHWOOD	arr.	"	7.15	"	8.35	"			"	12.05p	"	"	"	"	3.53	"	4.19	"	5.31	"	8.12	"	"
—	MARSHWOOD	dep.	"	7.17	"	8.37	"			"	12.07	"	"	"	"	4.03	"	4.21	"	5.33	"	8.21	"	"
9½	CHARD JCT.	arr.	"	7.26	"	8.46	"	9.37	9.37	"	12.16	"	"	"	"	4.20	"	4.30	"	5.42	"	8.30	"	8.42
—	CHARD JCT.	dep.	"	"	"	8.49	"	"	"	"	"	"	"	"	"	4.39	"	"	"	5.49	"	"	"	"
—	CHARD CEN.	arr.	"	"	"	8.55	"	"	"	"	"	"	"	"	"	"	"	"	"	5.55	"	"	"	"

namely correct rostering of engines and crews and the necessity for all rolling stock to be back in original places at the end of the "day's" working.

A portion of the Charford Branch train diagram graph is reproduced herewith to give the general picture. As one or two false starts are bound to be made, it is best to draw everything in pencil first and then ink in afterwards. Extra workings for Saturdays and for summer timetables can be drawn in different colours to avoid confusion, but these are omitted from the reproduced portion for the sake of clarity.

The Working Timetable and Layout Movements Sheet

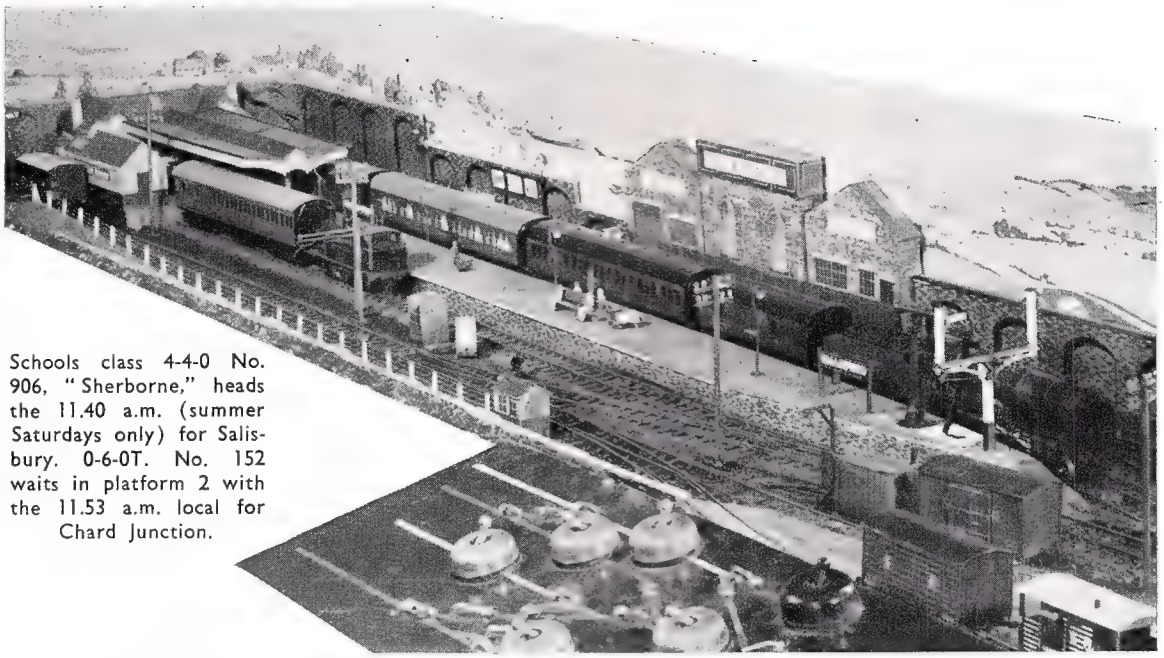
At this stage it is possible to produce the branch working timetable, and the diagram shows that the general effect looks quite "professional." Incidentally, a different working timetable must be drawn up for the various days, i.e. winter weekday, summer weekday and summer Saturday. Although it is just feasible to work the layout using a copy of this timetable, it is much less confusing to compile a "movements sheet" from the timetables, giving all movements on the layout and notes on location of rolling stock, etc. A copy of the winter weekday sheet is reproduced herewith.

The next stage consists of putting theory into practice, and this is done by the simple process of "running through" the timetable, using all required items of rolling stock and locos and noting any snags and alterations to stock movements or dispositions. No actual timing is carried out yet. In point of fact, the writer discovered at this stage that to avoid unnecessary "hand shunting" in the marshalling yard it was necessary to lay a further siding. This is now being done. After the preliminary run through, a note should be made of the positions of all items of rolling stock and locos so that they can be placed on the track correctly when the layout is assembled, thus enabling operations to start quickly and without confusion.

As a point of interest, it has been found that the normal winter timetable can be operated with three locomotives (four to give extra variety), two passenger coaches, two brake vans and seventeen or eighteen assorted wagons and vans. In general, goods trains are limited to five or six wagons so as to avoid too much congestion in Charford yard.

The loco stock used for the "basic" timetable is normally the S.R. 0-6-0 tank, the 5700 G.W. 0-6-0 pannier tank, and the S.R. 4-4-0 Schools class. The 4-6-2 Merchant Navy is brought in only for the summer Saturday and is mainly used for running on other folk's layouts! A class 0395 0-6-0 goods loco (ex-L.S.W.R.) is under construction to assist with the workings, as at present the 4-4-0 Schools has sometimes to take its turn on the branch goods—very *infra dig*! One further "Essar" 0-6-0 tank is being fully detailed to act as relief to No. 152, which does most of the work on the branch and does need an occasional rest!

Now that all the snags have been sorted out, the final stage is reached where the timetable is run through again, this time using a stop-watch to time each movement. (In actual fact, it has been found that if the layout is timed to the nearest half-minute, that is accurate enough.) When all these times have been noted, column 1 of the movements sheet is filled in, starting at zero and increasing in minutes. An old alarm clock with the hour hand removed is used to time operations, setting the minute hand to "12" to start with. The basic timetable has worked out to about 100 minutes operation and it proves very exciting indeed to try to keep to the actual times for each movement. A certain num-



Schools class 4-4-0 No. 906, "Sherborne," heads the 11.40 a.m. (summer Saturdays only) for Salisbury. 0-6-0T. No. 152 waits in platform 2 with the 11.53 a.m. local for Chard Junction.

ber of odd minutes are allowed here and there for mishaps, etc. (recovery margins !), but on the whole the operator can be kept very fully occupied.

When the layout graduates from its Romany existence, two further sections will be added between the station and marshalling yard and will incorporate Bridport branch junction and Marshwood, thus adding to the already great interest of branch line working. Fellow members of the Edinburgh and Lothians M.R.C. have even gone as far as to suggest a model of the complete branch plus Chard Junction, Chard Central and Bridport! However, that is hardly likely. The writer becomes more and more convinced that, unless a large number of regular operators are available, terminal branch line working is the answer for the average modeller. There is more than enough to keep the Charford Branch's owner interested, even with the layout in its present form. In fact, two operators can be kept comfortably busy working even the winter timetable.

As a point of interest, the layout in its present form can be assembled and prepared for operation in exactly eight minutes and can be packed away again in ten minutes. From start to finish, then, the winter timetable can be run through in under two hours, including assembling and dismantling. Originally an attempt was made to "scale down" clock time on the basis of ten minutes equalling one hour, but this made the operating session at least two and three quarter hours long and gave rise to long periods of inactivity interspersed with frantic high-speed attempts to pack too much into too little time! The method decided upon works well, and provides sufficient incentive and interest to maintain continuous operation at scale speeds.

Once again acknowledgments are due to Mr. D. Kelso for the photographs, to Mr. D. Rowland for his assistance, and to the "lady of the house" for her willingness to evade rolls of graph paper and bottles of indian ink.

CHARFORD - LAYOUT MOVEMENTS SHEET

ACTUAL TIME O	SCHED TIME	CLASS	DEPARTURE TO	ARRIVAL FROM	REPORTING No.	LOCO.	REMARKS
3	7.03	B	CHARD JCT. (2)		703	152	RUN ROUND IN MY (2 COACH SET)
6½	8.10	B		CHARD JCT. (1)	704	152	RUN ROUND (2 COACH SET)
9½	8.22	B	CHARD CENTRAL (1)		709	152	RUN ROUND AND SHUNT TO SIDING AFTER 308 HAS LEFT (IN MY)
11	8.54	C		CHARD JCT. (1)	308	906	VANS. SHUNT AND RUN ROUND
17	9.16	LE & C	CHARD JCT (1)		301 & 309	906	VANS IF REQUIRED. SHUNT AND RETURN TO SIDING (MY)
24	10.20	M		BRIDPORT (direct) (Y)	449	5701	SHUNT AND HOLD IN YARD WHILE 710 ARRIVES
25½	10.38	B		CHARD CENTRAL (1)	710	152	RUN ROUND, SHUNT COACHES TO PLAT 2 AND SHED LOCO.
41½	11.53	B	CHARD JCT. (2)		711	152	LOCO OFF SHED TO PLAT. 2 THEN RUN ROUND IN YARD AND SHUNT TO SIDING
44	12.37	H	BRIDPORT (2)		450	5701	RUN ROUND AND SHUNT TO SIDING BRAKE VAN FIRST (MY)
46	1.08	B		CHARD JCT. (1)	712	152	SHUNT + RETURN COACHES TO PLAT 2. LOCO TO SHED WITH LOCO COAL IF REQD (CONVEYS No.10 VAN IF AT MY)
57	2.04	H		TEMPLE COMBE VIA CHARD JCT. (Y)	374	0395	SHUNT AND REFORM TRAIN IN PLAT. 1.
1.17	3.33	H	TEMPLE COMBE VIA CHARD JCT. (1)		375	0395	RUN ROUND TRAIN PUTTING BRAKE IN SIDING FIRST (MY)
1.20	4.07	B	CHARD JCT. (2)		719	152	152 OFF SHED SHUNTING LOCO. COAL IN TIME TO HEAD No 719 (RUN ROUND IN MY)
1.23	5.04	B		CHARD JCT. (1)	720	152	RUN ROUND (MY)
1.25	5.19	B	CHARD CENTRAL (1)		725	152	RUN ROUND (MY)
1.28	7.04	B		CHARD CENTRAL (1)	726	152	RUN ROUND AND SHUNT TO PLATFORM 2.
1.33	7.50	LE		CHARD JCT.	386	906	LIGHT TO PICK UP VANS.
1.34	8.00	B	CHARD JCT. (2)		731	152	RUN ROUND (MY)
1.37	8.20	C	CHARD JCT. (1)		387	906	VANS RUN ROUND AND SHUNT AFTER DEP. OF No 732 (MY)
1.39	10.12	B		CHARD JCT. (1)	732	152	SHUNT COACHES TO PLATFORM 2 LOCO. TO SHED.

NOTES:- CLASSES OF TRAINS
B - LOCAL PASSENGER
C - VANS/FITTED FREIGHT
H - FREIGHT
LE - LIGHT ENGINE

(1) PLATFORM OF ARRIVAL OR DEPARTURE
(Y) GOODS YARD AT CHARFORD
(MY) MARSHALLING YARD

Do It Yourself !

No. 2

TORPOINT'S BUILDINGS

by
John Harrison

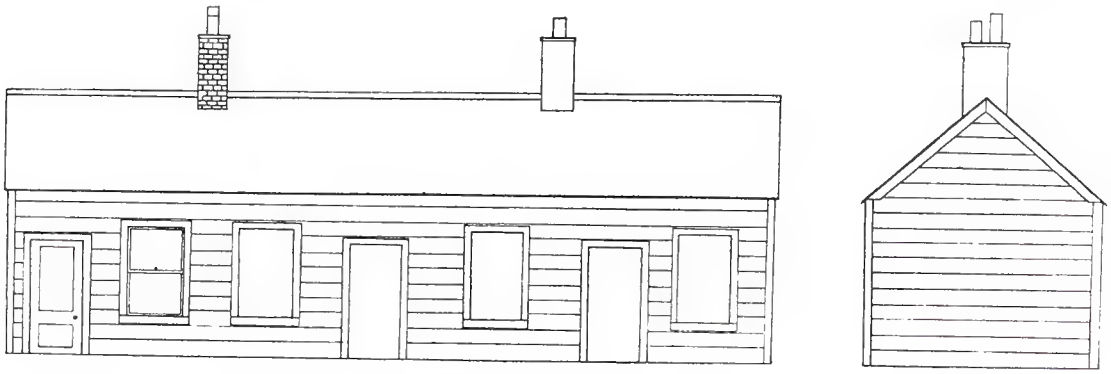
All drawings 2mm.=1' 0"

SHIPS' CHANDLERS

THIS can be constructed as a low-relief frontage, or deepened to any desired extent. General building technique is as already described, with front and roof cut from filing folder card, and sides from $\frac{1}{4}$in. balsa. Brick is perhaps best for the walls, although one of the stone papers would be very effective, especially if a little time were spent picking out individual stones with water-colours. The roof is grey slate. The hoist head is simply scraps of card glued to a small block of wood and glued in place after painting. The hoist doorways are covered with card scribed for vertical planking. One is open at the top (cut with razor blade and bend back the flaps).

The woodwork is indian red poster colour, a very useful colour for buildings, with window-sills and lettering white. Note that the sills of the hoist doors are wooden beams, that is to say slivers of balsa stained with dirty turpentine to a weathered shade.

Ships' chandlery is only one of a number of trades that might be carried on in such a building, which is of a type common enough, particularly in seaports. Grocery, fruit importing and flour and grain suggest themselves. John H. Ahern's *Miniature Building Construction* illustrates a couple of very attractive examples. For a non-retail business the shop windows could well be reduced to the size of the first floor ones, but if they are retained a little window-dressing is amusing, and will conceal the barren interior. Small blocks of wood to sill height, with card screens to the rear, should be dressed before being installed. The writer's windows are full of bits of brass and copper, old coupling chain, a couple of showcards (just scraps of card painted in bright colours) and a model yacht. This last is a triangle of white paper glued to a chip of wood, and is always good for a few "oohs" and "ahs." It took about twenty seconds to make.



TIMBER STATION BUILDING

THIS building is constructed in a way which the writer hit upon while pottering around. No originality is claimed, but it has answered well enough, and is not too involved. Sides and ends are cut from $\frac{1}{8}$in. balsa, with doors and windows as plan, together with an intermediate partition of the same shape as the ends. At corners ends should overlap

sides, i.e. the ends as cut should be shorter than plan by $\frac{1}{8}$in. at each end. Use these components to lay out corresponding sides and ends on filing folder card; sides full length this time. No separate plan is given for the rear; just repeat the front, omitting doors and windows to suit the presumed internal arrangements.

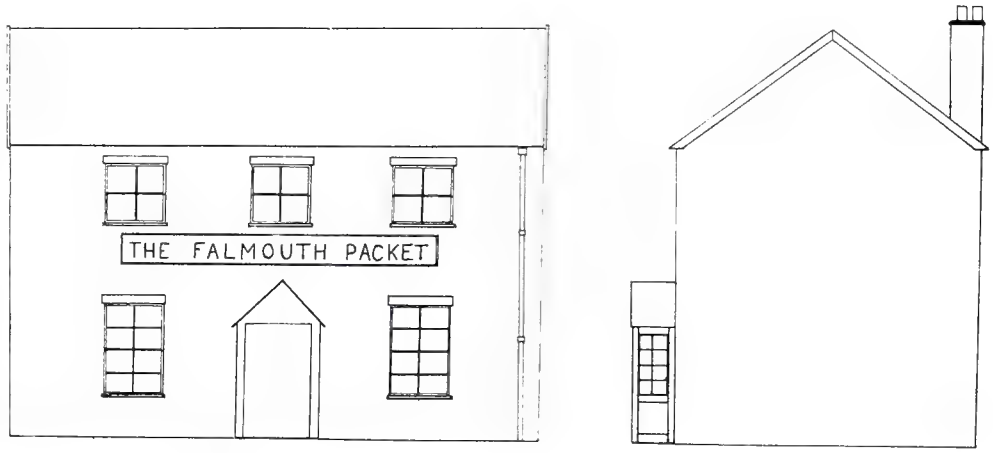
Assemble the balsa sections. The interior partition should be trimmed to fit and installed as near the middle as possible without blocking a door or window. Cement spacers at floor and ceiling level to keep the sides parallel, and also fix a strip at the roof peak to support the ridge of the roof. While this lot is drying, scribe the card sides and ends for planking. A gramophone needle in a pin chuck is as good as anything for this, but the technique is an acquired one and should be practised on scrap first. Cut apertures after scribing.

It is quite possible to cut individual planks from stout paper or thin card and apply them as weatherboard, but be warned in advance that this is very laborious and tedious work, and unless great care is exercised the result will not justify the effort involved. The choice is yours.

Make windows and doors as previously described and cement them to the outside (yes, outside) of the balsa box. Overlay these with the scribed card, using tube glue to affix. Window and door trim and corner posts should be cut from postcard and glued in place. If they are to be in contrasting colours it may be less trouble to paint them first. The roof is of card or $\frac{1}{16}$in. balsa, covered with grey slate paper, and the chimney stacks are of balsa cut out to fit the roof, covered with brick paper, capped with card, and with pots of $\frac{1}{8}$in. dowel or plastic knitting needle.

The writer made a canopy for this station from a sheet of $\frac{1}{16}$in. perspex cemented and pinned to a strip of wood, which was in turn glued and pinned to the building. A card valance was cemented to the outer edge, and glazing bars of thin wood to the top surface. Other means may commend themselves; the detachable canopies from the Tri-ang plastic station have possibilities, especially if the colours are toned down. Or, of course (with apologies to Crewe, Doncaster and Eastleigh adherents), you could use the same constructional method to build a Brunel train-shed.

A final word to Great Western modellers. The G.W.R. building colours, when weathered at least, were not altogether like the vividly contrasting chocolate and cream currently favoured by the Western Region. Try to achieve something on the lemon yellow side of buff, and on the buff side of pale milk chocolate. This calls for some experimental paint mixing, and it is as well to risk mixing too much. The chances are heavily against hitting the same shade twice.



PUBLIC-HOUSE

THE writer has frequently been accused of being—in a modelling sense—overpubbed. His stock answer is that pubs are a prominent feature of most urban scenes, and anyway it is the outside that is modelled. Which is another way of saying "If you are thinking of reproducing interior fittings, forget it." Apart from shop windows and car showrooms, anything behind a window is lost, even if interior lighting is installed, and its absence will prevent the curious from shoving their elbows in the wrong places.

The building depicted is a full structure, but since the side walls are blank the same constructional methods may be used as with the flat frontages of Railway Street, described in the May 1955 RAILWAY MODELLER. The walls are stone, treated with well-mingled washes of grey and green, and the roof is grey slate. The little porch may be made from card, with top panels glazed and lower ones "boarded over." Wooden corner-posts will stiffen it up and the roof is a slip of folded card. Barge-boards on the roof ends are also cut from card.

Although this is more than a flat frontage the back is not modelled. There is little point in so doing unless it can be seen when in position on the layout. If the latter condition does apply, and the builder will use his powers of observation or imagination as to the appearance of the back garden of an inn, then the building could be installed on a small sub-baseboard big enough to accommodate a garden, a few outbuildings added, and the whole worked up into a very effective little scene.

2-4-2T. 67193 leaving Ongar (A. G. Thomas).

Prototype of the Month

EPPING-

by P. E. Barnes

THE Romford and Ockendon Branch which I described recently is only a newly adopted infant of the E.R., still with a Derbyshire accent, but the Ongar line is nearly a deserted child, disowned by its parent except for an odd goods train at rare intervals. It really forms the last few miles of the Great Eastern route to Ongar, which, as far as Epping, has been electrified and diverted into the London Transport Central Line tube.

Epping is a normal two-platform through station with a large goods yard. The down platform is used to reverse the electrics and the other for the two or three push-pull units which give a twenty- to forty-minute service to Ongar.

The plans give the entire layout of the line, which might be a "Layout for the Modeller" except for the fantastic signalling near Epping, with colour lights, discs, route indicators and banner repeaters stuck one above another up a pole. Other signals are semaphores with fixed distants, and ground discs are standard except for a vintage G.E.R. swivelling-head "Tommy Dod" at Ongar.

Passenger traffic is fairly heavy at rush hours and on fine weekends and bank holidays. Goods traffic is mainly coal and building materials inwards and agricultural produce and timber outwards. Cattle and milk now go largely by road.

The push-pull units have a converted third/brake as a control car, and the engines are normally

No. 2 set at North Weald (A. G. Thomas).

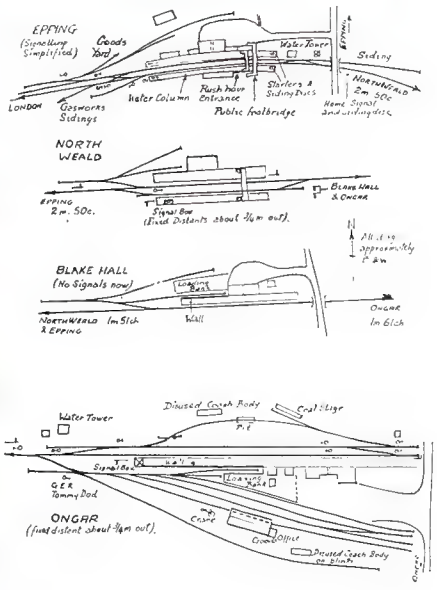
North Weald signal cabin (P. E. Barnes).

North Weald station, platform side (P. E. Barnes).

ONGAR

Photos by the author and A. G. Thomas

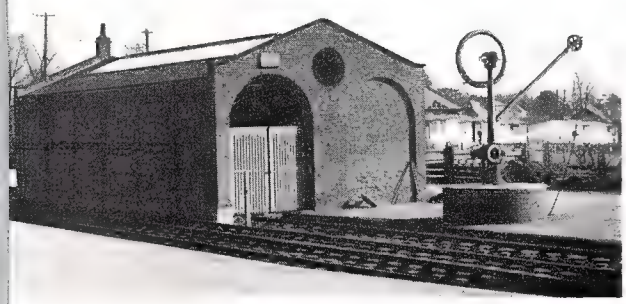
Ongar station (A. G. Thomas). →



North Weald station (A. G. Thomas). ←

ex-G.E. 2-4-2 tanks, very similar to that in the drawing for June 1952. As the conductor rails were laid to Ongar, except in the stations, before the war, and the G.N. pattern N2 0-6-2 tank often ran on the Great Eastern section suburban workings, even those tied to third-rail proprietary systems could get close to the spirit of the real thing. Goods and electric trains could be run into and out of a concealed tunnel-loop at Epping. With one station to each wall of a room, the whole branch could be modelled, except perhaps for one or two of the sidings at Ongar. Note that trains are always of two coaches, third class only, with the engine chimney first at the London end.

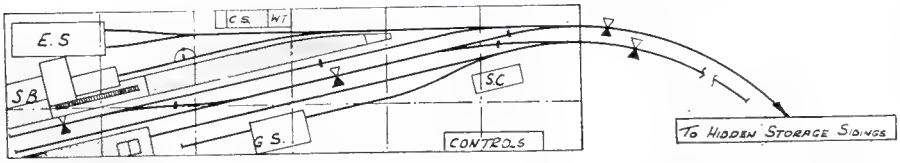
↓ Ongar goods shed and crane (A. G. Thomas).



Blake Hall station (A. G. Thomas). ↓

RUNNING TO TIME

by J. H. G. Allinson



Layouts for the Modeller No. 84

Scale for "OO": ½in.=1ft. The conventional small single-line terminus, running to hidden storage sidings.

TO most of us modellers time is a pressing problem. It is particularly so to those who aim at timetable working. Fundamentally, the problem is to squeeze several hours of prototype working into perhaps an hour or two only of operating time. The problem is aggravated by the fact that very few of us have enough space to model a large station where something is always going on. On the contrary, the vast majority of serious modellers are tied to small branch lines, and it is an indisputable fact (one of the charms of actual branch lines) that on such lines there are often long periods when nothing at all happens, apart from the brewing of tea in the office of the stationmaster-cum-ticket collector-cum-porter. [This is sheer libel—there is a surprising amount of hard work done between trains.—ED.] The standard solution in the works of the pundits is to reverse the gearing of an old alarm clock, so that the hour hand runs twelve times as fast as the minute hand instead of vice versa. The erstwhile minute hand thus becomes the hour hand, and the clock provides a five-minute hour. By this means one hour's operating covers a period of twelve hours "scale time." This sounds very nice in theory, but, having tried it, I find that it bristles with snags, e.g.:

1. The slightest operating hold-up or interruption (such as the arrival of the missus with a cup of char) is liable to put the timetable out by half an hour or more, with the result that for the rest of the session one is "running late." While this may be very true to modern prototype working (!), it is aggravating to say the least. Of course, one can always cheat by putting the clock back! (Yes, guilty.)

2. Any shunting operations must necessarily take roughly the same amount of time as in actual practice, especially if one is a stickler for scale speeds. Such trifling operations as the cutting out of an odd wagon from a pick-up goods can take anything up to an hour, which is manifestly absurd.

There are, however, other solutions. The simplest one is to ignore both scale and actual time and to look upon one's timetable as simply an "order of events." Thus, as soon as the 10.15 a.m. ordinary passenger to Blogsnorton has duly disappeared into the concealed siding, or wherever else it goes to, the stage is immediately clear for the arrival of the Winklesea excursion, due in at 12.23. What happens actually is that all railway working is reproduced, while the "nothing doing" periods are omitted.

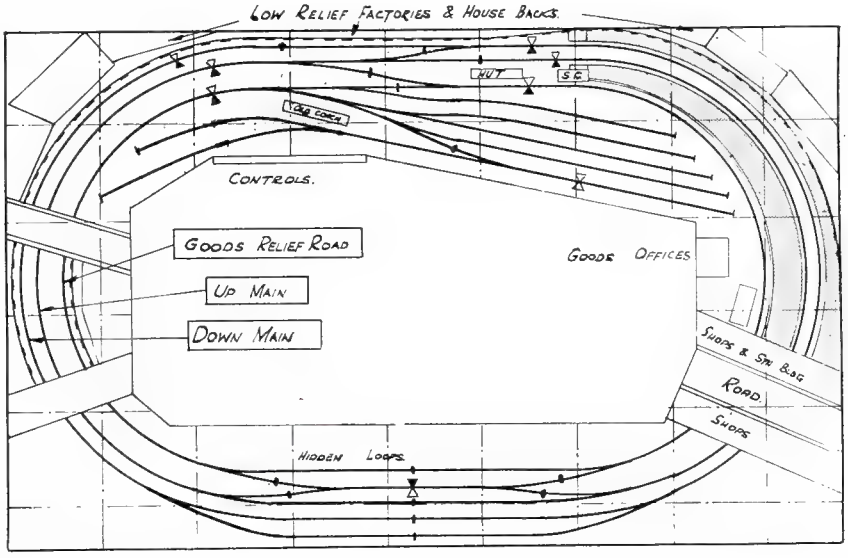
Another, and somewhat more unorthodox, method is to model a busy goods yard, with adjacent private sidings, as the centre-piece of the layout. A passenger station of comparable size is assumed to be nearby, while a section of the busy main line runs across the rear of the layout. Fully signalled, the passage of every train on the main line will have interest, while "section clear" periods will be fully occupied

(*Continued on page* 47)

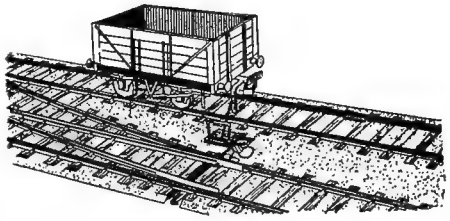
Layouts for the Modeller No. 85

Scale for "OO": ½in.=1ft.

Mr. Allinson's proposal for a goods layout with continuous main line and hidden loops. Note that the goods relief road is an entirely separate continuous line, thus permitting operation on the main line to be completely independent.



Peco Topics



FITTING THE PECO-SIMPLEX AUTO-COUPLER

Part 2—Rolling Stock

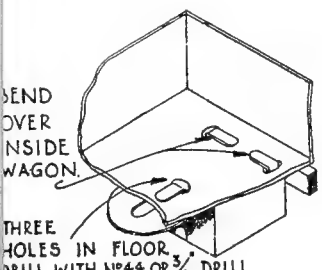


Fig. 1.

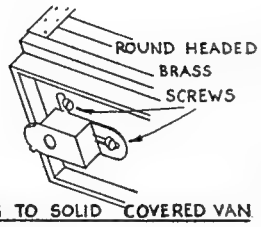


Fig. 2.

TO fit the Peco-Simplex Auto-coupler to any rigid wheelbase vehicle is simplicity itself. If the inside of the wagon is accessible, three holes are drilled to take the fixing lugs, which are then passed through and bent over as shown in Fig. 1. If a covered vehicle is being fitted, and either the roof is fixed so firmly that it cannot be removed without damaging it or the body is a solid wooden block, then the two side lugs must be flattened, and the rear lug cut off so that the coupling may be screwed directly to the floor. Alternatively, if the floor is suitable, the bracket may be soldered in place. Where a proprietary vehicle, such as Tri-ang, is being converted, any existing lugs projecting below the buffer-beam must first be cut away.

On all bogie stock the coupling *must* be fitted to the bogie. With rigid bogies the bracket may be flattened and soldered to the frame, as in Fig 3. In the particular case of the diecast bogie, whose frame will not take solder, the best procedure is to cut a slot in the front stretcher to take the coupling body, then to flatten out the two side fixing lugs and bind them firmly to the stretcher with wire. Finally the wire should be soldered to the lugs to add to security.

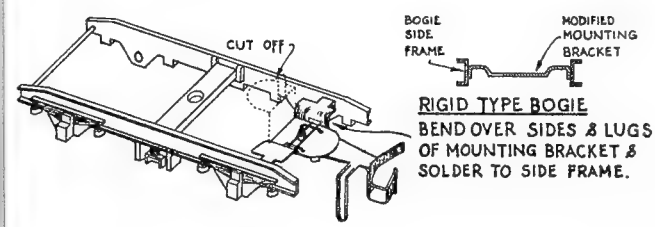

CUT OFF
BOGIE SIDE FRAME
MODIFIED MOUNTING BRACKET
RIGID TYPE BOGIE
BEND OVER SIDES & LUGS OF MOUNTING BRACKET & SOLDER TO SIDE FRAME.

Fig. 3.

Equalized bogies (e.g. GEM Equispring and CCW) demand a different treatment. The bracket is flattened completely, and soldered direct to an extension arm as shown in Fig 4. Needless to say, this arm must be made from heavy-gauge material to promote rigidity, otherwise it will be quite impossible to keep the coupling in correct alignment vertically.

This is most important, for although the Peco-Simplex Auto-coupler has a certain degree of tolerance, the best results will be attained only if the dimensions shown in Fig. 5 are closely adhered to. In particular, the $\frac{1}{32}$in. clearance between the bottom of the striker and rail level should be maintained: less than this and the coupling may foul the rails, more and the striker may not engage the decoupling unit. Adjustments should be made by bending where shown in Fig. 6. The $\frac{1}{8}$in. projection should not be reduced, otherwise buffer-locking may occur, while on layouts with curves below 24in. radius it can with advantage be increased to $\frac{3}{16}$in.

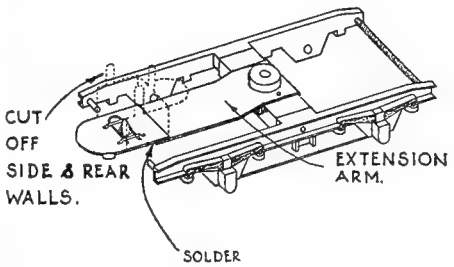


Fig. 4.

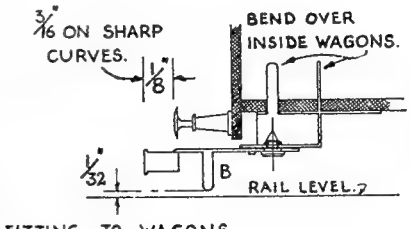


Fig. 5.

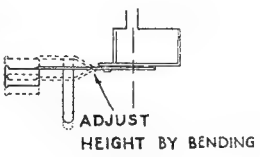


Fig. 6.

A MODEL DISPLAY

A general view of the scale model, "McDougalls on the Move," produced by Arthur Upton, the London design firm for McDougalls Ltd., and installed in the Manchester Corn Exchange.

THE prime purpose of advertising is to catch the attention of the passer-by and, if possible, to give him something of interest to study.

As every railway modeller knows, few things are such irresistible eye-catchers as working layouts, but these cannot—for reasons of economy and convenience—often be used in displays.

A recent example of the successful use of model railways in this field was provided by a display designed and produced by Arthur Upton (London) Ltd. for McDougalls Ltd., the flour millers.

Working in close conjunction with Mr. Richard McDougall, a director of the firm, Uptons conceived the idea of a scale model which would illustrate the complex distributive organization forming so important a part of the business of selling flour.

It was decided that the display would be called "McDougalls on the Move" and the idea of movement at once suggested a working model railway.

A circuit of Wrenn track was built into the model and a complete "OO" gauge Tri-ang set was purchased, complete with accessories (signals, level-crossing gates, sidings, buffer stops, and so on). Buildings were largely made from the popular Bilteezi range, a notable exception being the prominent McDougalls mill. To disguise the oval, the rear tracks were in a tunnel.

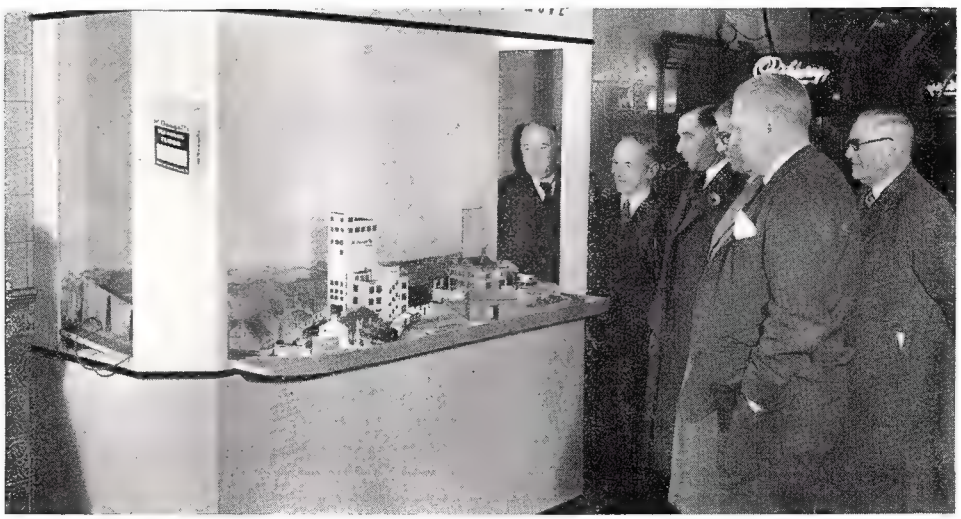
As the display case measured 7ft. by 2ft. 4in. the train had to be short and was composed of a Tri-ang tank engine, three covered goods wagons and a brake van. Other wagons were placed in sidings.

The display was installed in a showcase in the entrance hall of the Manchester Corn and Produce Exchange.

Though the building was used only by hard-working business people, very few of them could resist spending several minutes on their way through the hall watching the train, commenting on it and in a number of cases fetching children and grandchildren to have a look also.

In fact, so popular did the display prove to be that

(*Continued on page* 47)



A group of business men having a close look at the Tri-ang "OO" gauge railway, which was the main eye-catching feature of the display.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 50

David Odabashian

Manchester Model Railway Society
Manchester Locomotive Society
Narrow Gauge Railway Society

David Odabashian might never have become a modeller but for the fortunate chance of his parents arranging that his formative years be spent in a house whose garden backed on to a railway station.

Since then he has passed through the stages well known to most of us—tinplate, semi-scale and fine (?) scale. Just before the war he had graduated to a sizeable outdoor gauge "O" layout of fairly good appearance. His remarks on returning from the Army in 1947 to find that the railway had been "given away" in his absence need little elaboration.

In some ways it was a blessing, for he was enabled—as a member of the M.M.R.S. now—to make a completely fresh start and commence working to two-rail "O" fine. Visits to Edinburgh and new friends in the society there have to a large extent caused his choice of a Scottish prototype.

His constructional output is low, the excuse being that his other interests of photography and collecting historical data —particularly on minor and narrow gauge systems (with a strong slant towards things Manx)—do take up a lot of otherwise good "model-bashing" time.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

ILFORD JUNIOR RAILWAY CLUB

The Ilford Junior Railway Club meets informally at the founder's home and welcomes all who are genuinely interested in railways, both prototype and model.

The aim of the club is to give older enthusiasts the opportunity of helping beginners, particularly those who have no layout of their own. Progress with the pre-group "HO" L.N.W.R. model on loan to the club is going well and some time is now spent on operating the trains. The central feature of the rebuilt model is a main line station with bay and branch line platforms, motive power depot and goods yard. Although there is a continuous line, this will not be used when serious working takes place. In the near future, timetable working will be introduced. Trains starting from the station will run to storage sidings on the opposite side of the room.

In the past, most of the club's members have been interested in historical railway modelling, but recently a desire for contemporary models has been shown. The production of special "HO" models takes a long time, so, to cater for the new demand, commercial "OO" models have been converted to scale two-rail working and are used on club nights.

A good library of railway and model railway books is on loan to the club, and all the model railway magazines are available as published.

Because the club's expenses are negligible, subscriptions are not necessary.

Anyone over fourteen who would like to share the club's interests is warmly invited to obtain particulars from Mr. Jack Nelson, 36 South Park Drive, Ilford.

WAKEFIELD SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS

In view of the number of interested inquiries at its recent exhibition, the Wakefield Society of Model and Experimental Engineers has decided to form a club devoted to 4mm. and 7mm. railway modelling. Anyone in the Wakefield area who is interested should contact Mr. T. H. Spink, 37 Leeds Road, Wakefield.

LEWES AND DISTRICT MODEL ENGINEERING CLUB

The construction of the club's "OO" gauge railway has made good progress recently, and most of the planned layout is in operation. It is hoped soon to commence the construction of various station buildings and scenic effects.

The club meets on alternate Friday evenings from 7.30 to 9.30 at Southover Grange, Lewes. All visitors are welcome at the meetings and it is hoped that new members will be enrolled.

FEBRUARY MEETINGS

BOLTON MODEL RAILWAY CIRCLE

1 At 21 Tavistock Road, Bolton. Subject : narrow-gauge railways.

FYLDE MODEL RAILWAY SOCIETY

8 K. Rawcliffe, 70 Torrsway, Blackpool.
22 W. Benton, 107 Branstree Road, Mereside.

HISTORICAL MODEL RAILWAY SOCIETY

6 "Drummond on the South Western," by C. Hamilton Ellis.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY

8 Layout construction.
22 Track construction and film (P. Fieldhouse).

HULL MINIATURE RAILWAY SOCIETY

2 Track night.
9 Judging of the signal competition and the gradient climbing competition.
16 Track night.
23 Scenic effects. A demonstration by Mr. T. E. Johnson.

NEWS AND VIEWS OF TRADE INTEREST TRADE

NEW RANGE OF LOW RELIEF BUILDINGS

Ballard Bros. half-timbered house.

WE cannot recall seeing a more exquisite piece of scenic modelling than the 4mm. scale low relief half-timbered building illustrated above. It is a replica of one of the historic buildings at Stratford-on-Avon, and is complete externally to the modern fall pipes. The windows are glazed, with raised sash-pans, and the slates are individually modelled.

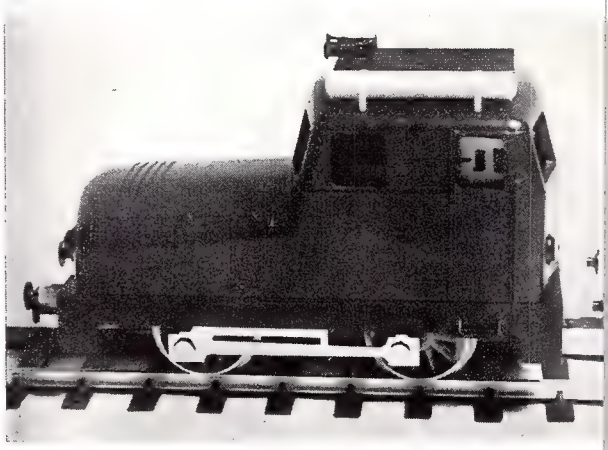
The building is moulded in a resin plastic, is completely painted and, above all, possesses character. The price, 21/6, is extremely reasonable, in view of the superb detail and finish. Ballard Brothers, the manufacturers, have already produced a similar row of cottages at the same price, and contemplate adding to the range. So if you want an old-world scenic background, here is your answer. The model measures 4½in. wide, 2in. deep (maximum) and 5in. high.

RIVAROSSI DIESEL SHUNTER

The rather unusual outline of the latest Rivarossi 0-4-0 (or should we say B?) diesel shunter hides, as always, an impeccable mechanism, fitted with two-rail wheels to N.M.R.A. proprietary standards. The model will thus run over all 16.5mm. gauge B.R.M.S. layouts with provision for deeper-than-standard flanges.

There is little we can add to the remarks we have previously made about other fine locomotives in this range. Performance is excellent, slow running being readily achieved with a standard controller; the motor has a large-diameter armature, running in ball races, driving the trailing axle through a worm and wheel. This fine model will appeal immediately to all light railway and free-lance modellers, who have in it a unit of reasonable price—£3/8/5—and fine performance, while even the strict prototype modeller may well be tempted to put in a private siding to "excuse" the appearance of a reliable small shunter.

As established readers are aware, Rivarossi equipment is distributed by Bradshaw Model Products, who will supply the address of the local agent on request.



The new Rivarossi loco.

POCHER ROLLING STOCK

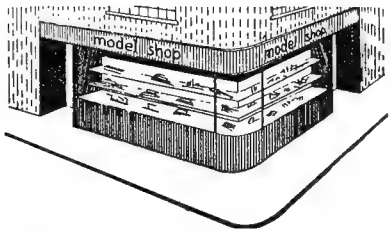
Bradshaws have sent for our inspection—and, incidentally, amusement—a selection of "gimmick" wagons in the Pocher range. With one exception—a snow-plough—they consist of self-unloading vehicles: a hopper wagon, a flat truck carrying pipes and a flat truck with a barrel. This latter is so unusual as almost to defy description, as it contains, *inter alia,* a garden fence, a coil of rope, a loose oil drum and a little man who, when the operating ramp is passed, *pushes the drum off!* This is guaranteed to amuse anyone not wholly lost to the pleasure of playing trains.

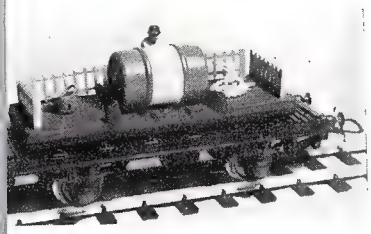
The only snag is that the operating mechanism projects rather far out of the wagon side and thus may foul platform edges or other structures on an existing railway, but it must be borne in mind that these structures do not exist on continental systems.

We have left till last the remarkably fine underframe, which is fitted with two-rail N.M.R.A. proprietary standard wheels in pin-point bearings. The running is superb; vehicles can be hurled across pointwork at fantastic speeds without derailment.

It occurs to us that the snow-plough would make a fine basis for a track cleaning car; it would be reasonable to expect it to be pushed!

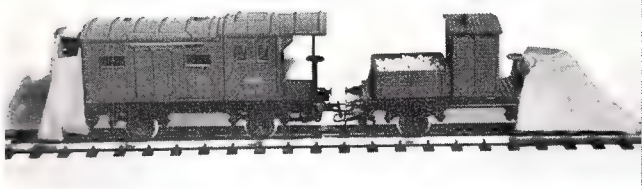
WINDOW



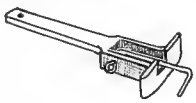


Pocher oil-drum wagon.

Pocher snow-ploughs (rotary and wedge).

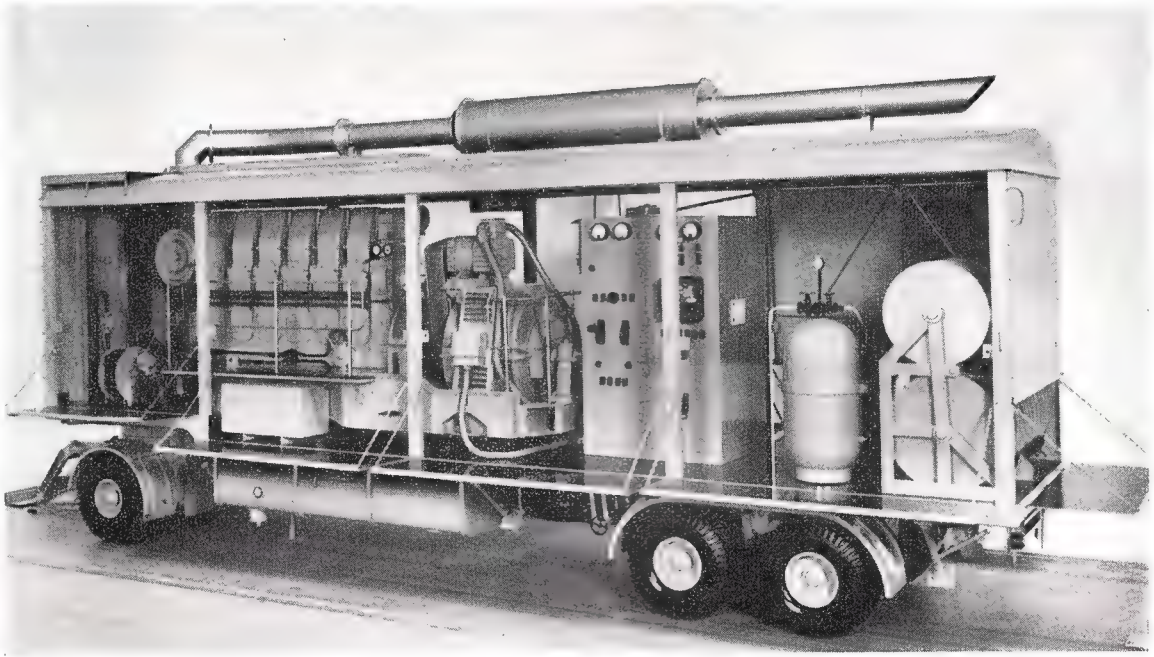


NARROW-GAUGE COUPLING



The distinctive "Norwegian" combined buffer and coupling is a standard fitting on practically every narrow-gauge railway: the only exception that springs to mind is the Talyllyn. From the modeller's viewpoint, the Norwegian coupling has many advantages. It is simple to make and is automatic in action, for the prototype is already to a large extent automatic. It also eliminates buffer-locking. The only snag is that hitherto it has had to be built up from sheet material by the modeller.

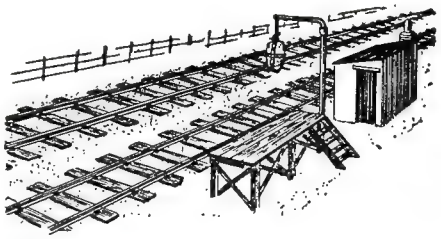
Douglass Models, of Halifax, the narrow-gauge specialists, have now introduced a 7mm. scale Norwegian coupling, illustrated above. It is cast for them by C.C.W. Productions, using the "lost wax" process, and as such is not recommended for heavy use as would be experienced on a standard gauge "O" system, though it is amply strong for its intended purpose. The cost is 9d. per set, including wire "chopper," or 7d. per set without the chopper. It would also, we imagine, be suitable for the larger 4mm. scale N.G. models.



A fine example of industrial modelmaking by Edward Exley. (Photo : H. Leslie Overend.)

READERS' LETTERS

This space is reserved for the free exchange of readers' ideas and opinions



NARROW GAUGE TRACK

Vale of Rheidol trackwork at Devil's Bridge. The background would make a fine scenic exit for a small terminus.

I would like to suggest that Mr. Hancock's narrow gauge track (November 1955 RAILWAY MODELLER) is not so very much overscale as compared with modern practice.

The two photographs illustrate this fairly well: the pointwork at Devil's Bridge has quite a heavy look about it. The jackdaw picture shows normal Vale of Rheidol rail with old standard rail as a check rail

Close-up of Vale of Rheidol track.

—also the isolated fishplated joint, staggered jointing being a feature of this line.

The following track dimensions may be of interest to would-be narrow gauge modellers as a guide. They should not be regarded as hard-and-fast rules—merely practical averages summarized from sample measurements. Many variations exist.

Rails: length 26ft., table 2in., sole 4in., height 4in.
Sleepers: length 4ft. 6in., breadth 9in., colour silvery fawn.
Sleeper spacing: generally at 2ft. 4in. crs., some at 2ft.
Sleepers next to fishplate: generally at 2ft. crs., with 2ft. 6in. to the next ordinary sleepers in both directions.
Fishplates: 18in.
Spiking: 100 per cent on curves, but on ordinary straight stretches one spike per sleeper on each side of the web at opposite corners of the soleplate is used; sometimes three spikes per plate can be seen.
Problem: how to model a jackdaw in 7mm. scale, let alone 4mm.! Length overall (beak to tail) 9½in.

Birmingham. C. C. GREEN.

MERCONTROL

With reference to RAILWAY MODELLER November 1955, Peco Topics, "Remote Control with Unilevers," might I suggest a tip for joining Mercontrol tubing in lengths of run? Use Peco rail joiners!

They are a nice tight fit in the tubing and help to hold the tubing down too. I might mention that this tip was passed on to me by Mr. Bradley at Leeds M.E. Centre, Wade Lane.

Leeds. E. DOWNES.

KIRTLEY DOUBLE-FRAME 0-6-0s

Just to keep the record straight and accurate, may I point out two errors which appear on page 85 of the April 1955 issue of the RAILWAY MODELLER in connection with the M.R. double-framed 0-6-0s of Mr. Kirtley's design ?

Neilson's built, in 1870, twenty, not forty, of this class, M.R. numbers 720-739, Neilson's numbers 1477-1496.

The Dubs builders' numbers of M.R. 930-949 are 483-503 of 1871.

Thank you for the excellent drawings of these interesting engines; the end elevations and small section of tender in plan have not been published before as far as I know.

Melbourne, Australia. LESLIE POOLE.

CARDBOARD VERSUS 1mm. PLY

I fail to see why some modellers go to so much trouble with card which must be treated with shellac, when a much more realistic model can be made with 1mm. ply.

This also makes a stronger job, takes paint better, and, of course, looks like wood when the job is completed. Shellac-treated card unfortunately looks like metal. Planking is easily represented by scoring with a blunt scriber, or similar tool. The ply is easy to cut, provided a sharp cutting blade is used.

To sum up, why make the model in anything but wood if the prototype is so constructed ?

Now to touch on a completely different subject. Mr. Hancock in his November 1955 article mentions the fact that he has to use water or poster colours for lining out if the base colour is done in oils. There is available from artists' suppliers a paint known as Priory enamel, and an equivalent known as Priosyn, both of which come in many colours, and, of course, thinners.

I have used these myself and have yet to come across any surface on which they would be unsuitable. Any mistakes can be rubbed out with thinners without affecting the under surface.

Birmingham. G. M. URE.

"RUNNING TO TIME"

(*continued from page 40*)

with shunting. My own layout is being built on this system, as my chief interest is the building and running of freight stock. Where space and finance are at a premium there might be no actual main line, but it could be suggested by the top of a deep cutting at the rear of the layout, above which the tops of signals may be seen, while the passing of trains could be suggested by a suitably placed small speaker reproducing the noises of passing trains by means of a gramophone pick-up and a train record. In my own case the portion of main line track which is visible is to be deliberately non-soundproofed, while soundproofing (rubber underlay, etc.) comes into play as soon as the train disappears behind the scenery.

The advantage of this type of layout is that one does not have to condense or ignore time. As far as the main line is concerned, it would be quite possible to work to an actual main line timetable. Furthermore, the main line provides a suitable running track for the many larger types of locos which are readily available in model form, and which look so out of place on the majority of small layouts.

There may be other solutions to the time problem. If so, it would be interesting to hear them.

A MODEL DISPLAY

(*continued from page 42*)

it was decided to have the railway working every day and not only on two days a week as was originally planned.

This posed problems of continuous running and a plan was drawn up for maintenance of rolling stock and track. Two spare engines were kept on the sidings and a change of locomotive was made every hour or so, to avoid overheating.

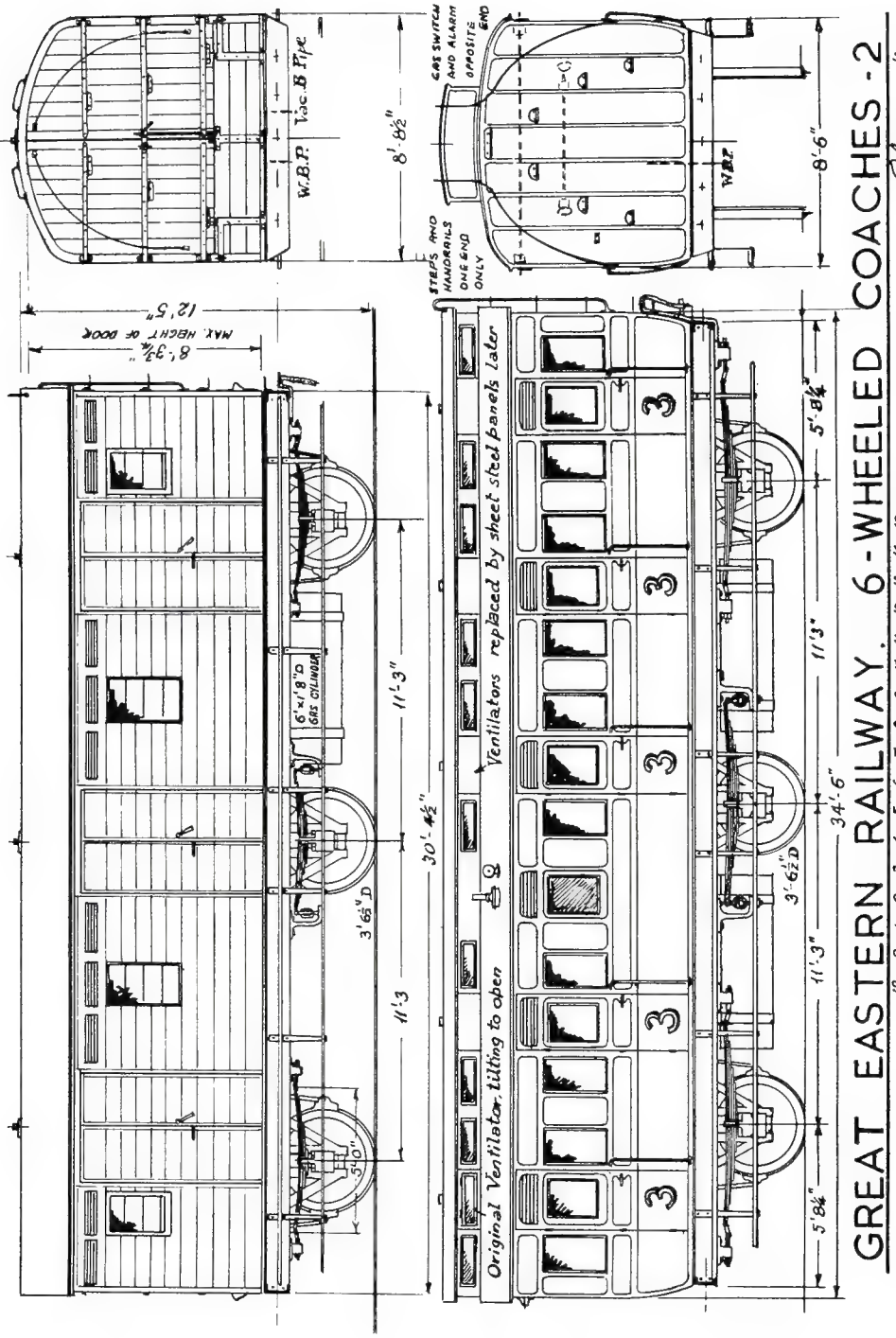
As our readers are aware, the Corn Exchange, Manchester, is taken over each Christmas by the Manchester Model Railway Society for their annual exhibition, and it was agreed to exhibit this attractive display, minus the outside case, along with the other exhibits. It accordingly turned up in the 4mm. scale pen, next door to the renowned "Dog Track," where it was admired by the many visitors who came to make this exhibition an all-time record for the society.

BOOK REVIEW

GATEWAY TO THE CONTINENT. (E. W. P. Veale. (Ian Allan, 10s. 6d.)

This book deals in the main with the cross-channel service of the S.E.R., the L.C.D.R. and their successors, and as such is enlivened by an account of the historic rivalry between those companies and the personal feud which existed between the respective chairmen, Watkins and Forbes. An account is included of the unsuccessful attempts to drive the channel tunnel, a project that failed more because of political and military opposition than through engineering difficulties. Whether the tunnel will ever be driven remains to be seen ; several abortive attempts to restart the scheme have taken place in recent years.

Mr. Veale overcomes the curse of footnote references by the admirable method of extensive quotations from original sources. It is therefore a pity that no chapter titles are given, as their absence, and that of an index, makes reference to specific items a matter of trial and error. This is unfortunate, as this book is undoubtedly a worthy addition to the reference library.



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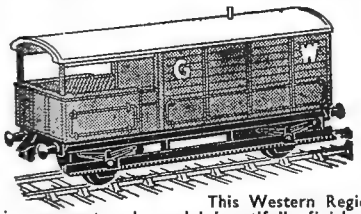
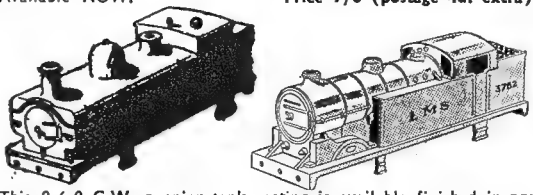


'GAIETY' '00' GUARD'S VAN

This Western Region 20-ton guard's van is a correct scale model beautifully finished, and incorporates in the body facilities for fitting Peco-Dublo couplings. Can be used on two-rail or three-rail layouts. Body is made in plastic, underframe is die-cast. Supplied with or without company markings. Available NOW. **Price 9/8 (postage 4d. extra).**



This 0-6-0 G.W. pannier tank casting is available finished in pre-grouping G.W. colours, and the 0-6-2 tank casting finished in British Railways black or pre-grouping L.M.S. colours. **Price 8/6 each (plus 4d. postage).** Also available unfettled and unpainted at **5/3 each (plus 4d. postage).**

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RAILWAY MODELLER back numbers 9d. each, postage 3d. one copy, 1d. extra each additional copy: November, December 1951. January, March-July, December 1952. March-September, November 1953. April-December 1954. January-December 1955. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton.

THE original "Railway Modeller" Layout Plans Nos. 1, 2 and 3, 1/3 each. Each book contains a graduated range of schemes to suit all conditions. Thousands of satisfied clients! Number 4 now in preparation. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton.

SCENIC MODELLING, by P. D. Hancock, 1/9. The secrets of the art by an expert. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton.

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FOR SALE

FOR SALE, B/L "Duke of York" c/w. New motor this year. £3/15/-. Nicholson, 3 Fortfield, Seaton.

FOR SALE, gauge "O" locomotives, rolling stock, coaches, track (Mills electric), and oddments by Beeson, Exley, Mills and Hornby. Foolscap s.a.e. for list. Below.

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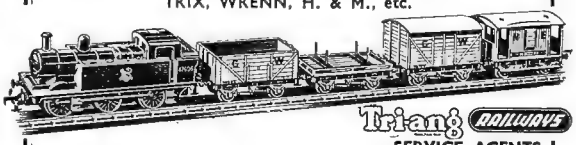

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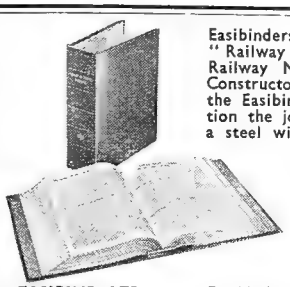

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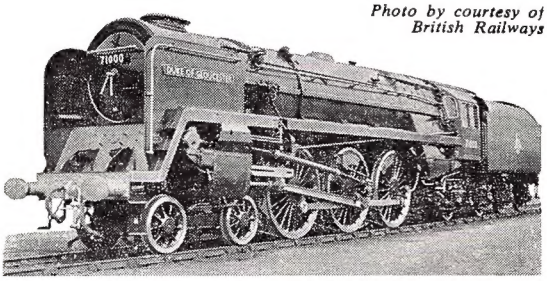

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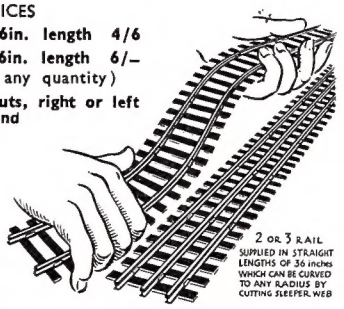

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